Iowa State Rail Plan Final

Appendix A

Profile of Iowa's Railroad Network

IOWA DOT

Contents

A.1 Introduction

The primary purpose of this appendix is to provide an inventory and description of the assets of the Iowa railroad network for railroads of all classes and for non-operating railroad owners that includes background and details about the physical and operating characteristics of each railroad and rail line segment in the state. This data is used to understand potential freight capacity, service velocity and versatility, and to ascertain potentially what types of business and levels of service can be accommodated over each line segment. Furthermore, this inventory will be used as a tool to later identify and prioritize potential rail infrastructure improvements that eliminate bottlenecks and operating and safety conflicts, expand capacity, promote rail access, enhance connectivity between railroads and between railroads and other transportation modes, and encourage growth in the railroad transportation sector that is consistent with the needs of Iowa's people, businesses, and industry and the vision of the Iowa State Rail Plan.

Included in the inventory for each railroad in the state, to the extent known during development of the Iowa State Rail Plan, are key physical and operating characteristics for each Iowa railroad subdivision or railroad line segment. This information, identified in the list below, was collected through coordination with Iowa's railroads in 2015, and via analysis of Iowa DOT data (including Iowa Railroad Annual Reports submitted by the state's railroads to Iowa DOT annually and rail maps generated by Iowa DOT), Class I Railroad Annual Report R-1s (submitted by the state's Class I railroads to the federal Surface Transportation Board annually), railroad timetables, and other publicly available data.

- **Railroad Subdivision and Division identification.**
- **Owner of the line.**
- **Operator of the line.**
- **Line Heritage** — identifies the historic railroad ownership of each subdivision.
- **Subdivision Route / Mileage** — identifies the subdivision endpoints and route mileage within Iowa. Note that railroad miles as portrayed in the railroad timetable and other public sources can vary from the route-mile calculations presented in the State Rail Plan.
- **FRA Track Class** — identifies the likely applicable Federal Railroad Administration (FRA) Class of Track designation on the main track(s) for each subdivision.
- **Track Configuration** — identifies the number of main tracks and the presence of sidings for train meet-pass events on each subdivision, within Iowa.
- **Maximum Authorized Speed for Freight Trains** — identifies the maximum speed freight trains can travel over each subdivision. Note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Maximum authorized speeds for freight trains may also be lower than the maximum authorized speed by the FRA's Class of Track regulations.
- **Maximum Authorized Speed for Passenger Trains** — identifies the maximum speed passenger trains can travel over each subdivision; note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Speeds are identified only for railroad subdivisions presently hosting Amtrak intercity and long-distance passenger trains in Iowa, and on other segments as designated by Iowa's railroads.
- **Wayside Signals** — indicates the presence of a wayside signal system on each subdivision (see operational authority below for wayside signal types), which is used to convey operating authority to trains and equipment and / or show occupation of main track(s) by trains and equipment.
- **Method of Operation** — identifies generally the railroad operating system or practice employed on each segment, to the extent known, including the presence of:
  - **Centralized Traffic Control (CTC)** — A train control system whereby a train dispatcher provides operational authority to trains remotely via a wayside signal system and radio communication.
  - **Automatic Train Control (ATC)** — A train control system integrated with a cab signaling system that applies train speed control. An alarm in the train locomotive notifies the engineer when the train has exceeded the maximum allowable speed for a given portion of track, and if the engineer fails to reduce

speed or apply the air brake system, a penalty brake application is made automatically by the ATC system. ATC typically exists as an overlay to a CTC system, which provides operational authority.
    - **Automatic Block Signals (ABS)** — A wayside signal system that indicates block occupancy (a block is a short, defined track segment) and minimizes the likelihood of collisions between trains. ABS is not controlled by a train dispatcher, but a train's entry to into a segment of ABS may be controlled by a train dispatcher. Typically requires that operational authority be provided as an overlay through a track warrant or track authority issued by a train dispatcher via radio communication.
    - **Track Warrant Control (TWC) or Track Authority (TA); designations may vary by railroad** — System of operational authority issued to trains remotely by a train dispatcher via radio communication.
    - **Restricted Limits (RL), Restricted Speed (RS), GCOR Rule 6.28, Yard Limits (YL), and Rule 520 (Non-Main Track); designations may vary by railroad** — Typically slow speed operations (not more than 20 mph, but may be much slower, depending upon designation, sight distance, congestion, and operating conditions) within and at the approach to railroad yards and on industrial leads and other trackage that does not require operational authority from a train dispatcher. Trains operating within these limits typically coordinate operations with the train dispatcher and other trains operating within the limits via radio communication.
- **Maximum Allowable Gross Weight** — identifies loaded railcar weight limitations, as dictated by the likely condition of mainline bridges and track.
- **Clearances** — identifies the known vertical clearance potential for accommodating specific types of railcar equipment and/or the vertical clearance above top of rail (ATR) in feet and inches. Reporting by railroad varies. Some equipment types identified include:
    - **Trailer on Flat Car (TOFC)** — railroad flat car on which a truck semi-trailer is transported; known also as piggyback.
    - **Container on Flat Car (COFC)/Double-Stack Car** — intermodal railcar that typically accommodates shipping containers of up to 53 feet in length stacked one or two high.
    - **Tri-Level/Hi-Trilevel** — railcar equipped with racks accommodating two or three decks of standard automobiles or light trucks.
    - **AutoMax** — automobile rack railcar with adjustable deck heights for accommodating bi-level or tri-level configurations.
- **Current Traffic Density (2014)** — identifies the rail traffic density by subdivision in annual Gross Ton-Miles (GTM) in millions. GTM includes the number of trailing tons in a train behind the locomotives (including railcars and lading, railroad company service equipment, and cabooses) times the distance moved in road freight trains. Traffic density for tenant railroads with trackage rights over subdivisions of an owning (or host) railroad are identified, if known.
- **Average Number of Trains per Day** — identifies a range of likely average daily train volumes for each subdivision.
- **Commodities Transported** — identifies typical commodities or commodity groups transported over each subdivision. Note that commodities and the rail routes they travel over can change at any time due to markets, rail capacity, and other considerations. A more detailed discussion of current traffic flows and primary commodities transported by rail in and through Iowa can be found in Chapter 2 of the Iowa State Rail Plan.
- **Industrial Leads** — identifies railroad-designated industrial leads (or spurs, as designated by some railroads) which are used to access rail customers off the subdivision mainline and extend the reach of rail service in Iowa; mileage of industrial leads (and spurs) is not included in route-mile calculations for the state owing to their designation. Industrial tracks not owned by the railroad (privately owned) are not identified in this inventory.
- **FRA Excepted Track** — identifies segments of FRA Excepted Track over which railroads operate under the following conditions: Trains will be operated at 10 mph or less; no occupied passenger trains will be operated; no freight train will be operated that contains more than five railcars required to be placarded as hazardous materials shipments; and track gage (distance between the rails) will not be more than 4 feet 10 ¼ inches (standard gage is 4 feet 8 ½"). FRA Excepted Track in Iowa is typically found on lightly used industrial leads.

Also identified in the context of each railroad's network in Iowa is the existence of trackage rights which provide authority for one railroad (a tenant) to operate over the line of another railroad (host); haulage rights which is an arrangement whereby one railroad markets service over a route owned by another, but does not operate its own trains over the host railroad; and connections (or interchanges) between railroads where railcars are exchanged. Major railroad yards/terminals and rail facilities as well as rail-port connections in the state are also identified.

Table A.1 below identifies Iowa's 18 railroads and two non-operating railroad owners that own a total of approximately 3,851 route miles in the state, and which are detailed in this appendix. The table also identifies by entity — railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Iowa (including lines leased, operated under contract, trackage rights, and haulage rights, as applicable), and the percentage of the total Iowa rail network that each railroad ownership represents. Note that miles leased and/or operated under contract, miles operated under trackage rights, and miles operated under haulage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned. Industrial railroads and private track ownership provide transportation service at industrial installations in Iowa, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state's rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I, II, and III rail carriers is also not included in the route-mile calculations.

Table A.1: Iowa Route Mileage by Railroad and Non-Operating Railroad Owner

RAILROAD	STANDARD CARRIER ALPHA CODE	RAILROAD CLASS	TOTAL MILES OWNED	PERCENT OF TOTAL IOWA RAIL NETWORK OWNED	MILES LEASED/ OPERATED UNDER CONTRACT	MILES OPERATED UNDER TRACKAGE RIGHTS	MILES OPERATED UNDER HAULAGE RIGHTS	TOTAL MILES OPERATED
BNSF Railway	BNSF	Class I	631	16.39%	33	42	0	706
Canadian National Railway (operates in Iowa via subsidiaries Chicago Central & Pacific [CCP] and Cedar River Railroad [CEDR])	CN	Class I	605	15.71%	0	3	0	608
Canadian Pacific Railway (operates in Iowa via subsidiary Dakota, Minnesota & Eastern Railroad [DME])	CP	Class I	654	16.98%	0	12	0	666
Kansas City Southern Railway	KCS	Class I	0	0.00%	0	0	55	55
Norfolk Southern Railway	NS	Class I	44	1.14%	4	0	386	395 See Note (a) below
Union Pacific Railroad	UP	Class I	1,291	33.52%	0	95	126	1,512
SUBTOTAL (CLASS I)			**3,225**	**83.74%**				
Iowa Interstate Railroad	IAIS	Class II	298	7.73%	6 See Note (b) below	21	0	325
SUBTOTAL (CLASS II)			**298**	**7.73%**				
Appanoose County Community Railroad	APNC	Class III	35	0.90%	0	0	0	35
Boone & Scenic Valley Railroad	BSV	Class III	2	0.05%	0	0	0	2
Burlington Junction Railway	BJRY	Class III	6	0.16%	0	0	0	6
CBEC Railway (CBEC operated by IAIS)	CBEC	Class III	6	0.16%	0	0	0	6
Cedar Rapids & Iowa City Railway	CIC	Class III	57	1.48%	0	0	0	57

D&I Railroad	DAIR	Class III	0	0.00%	35 See Note (c) below	7	0	42
D&W Railroad (DWRV operated by IANR)	DWRV	Class III	22	0.57%	0	6	0	28
Iowa Northern Railway	IANR	Class III	117	3.04%	50	60	0	227
Iowa River Railroad	IARR	Class III	9	0.24%	0	0	0	9
Iowa Traction Railway	IATR	Class III	10	0.26%	0	0	0	10
Keokuk Junction Railway	KJRY	Class III	1	0.03%	0	3	0	4
SUBTOTAL (CLASS III)			**265**	**6.89%**				
North Central Iowa Rail Corridor (NCIRC trackage operated by IANR)	N/A	Non-Operating Railroad Owner	28	0.73%	0	0	0	28
State of South Dakota (SD trackage operated by DAIR)	N/A	Non-Operating Railroad Owner	35	0.91%	0	0	0	35
SUBTOTAL (NON-OPERATING RAILROAD OWNERS)			**63**	**1.64%**				
Iowa Rail Network Total			**3,851**	**100.0%**	**128**	**249**	***567***	***4,756***

Source: Iowa DOT; Class I Railroad Annual Reports R-1 (2014); Iowa Class I, II, and III railroads

Notes:

a. NS presently operates on 9 miles in Iowa — 5 miles of NS trackage at Des Moines and 4 miles of BNSF trackage at Des Moines operated under contract. The remainder of the NS-owned trackage in Iowa has been leased to BNSF and IAIS for operations. Total Miles Operated figure represents miles in Iowa over which NS operates through ownership, under contract, and via haulage rights only.

b. IAIS also leases or operates under contract the 6-mile CBEC Railway at Council Bluffs, a 12-mile segment from NS between Des Moines and Grimes, and an 8-mile segment from CIC between Iowa City and Hills, totaling 24 miles. These miles are not included in IAIS route-mile calculations in the table above, as IAIS designates these segments as industrial leads, which are not included in route-mile calculations. IAIS operates over the 18 miles of CIC between Yocum Connection (near South Amana), Iowa, and Cedar Rapids, Iowa, via a marketing agreement with CIC.

c. State of South Dakota owned trackage in Iowa is leased to the Sioux Valley Regional Railroad Authority (SVRRA); DAIR provides service for SVRRA via an operating contract.

A.2 Class I Railroads in Iowa

The section describes Iowa's six Class I railroads. Included are data and operating subdivision tables for each railroad, showing such details as ownership, miles owned and operated, trackage and haulage rights, physical characteristics of operating subdivisions, facilities, commodities handled, connections with other railroads, and more. In 2015, Iowa's Class I railroads were asked to confirm much of the data appearing in this section and to provide additional input, as appropriate. Four of Iowa's six Class I railroads participated. No physical inspections of the Class I railroads were conducted during development of the Iowa State Rail Plan.

A.2.1 BNSF Railway (BNSF)

A summary of statistical information for BNSF Railway (BNSF) within Iowa is as follows:

- Line owned: 631 miles
- Line operated under lease: 27 miles
- Line operated under contract: 6 miles
- Line operated under trackage rights: 42 miles
- Line operated under haulage rights: 0 miles

- Total mileage operated: 706 miles
- Line owned, not operated, by respondent: 0 miles

BNSF Interchanges

Interchanges are locations where railroads intersect and exchange railcars. BNSF has the ability to interchange freight rail traffic with four Class I carriers (CN, CP, NS, UP), one Class II carrier (IAIS), and four Class III carriers (APNC, BJRY, DAIR, KJRY). Designated interchange point locations and connecting carriers are listed below:

- Albia — Appanoose County Community Railroad (APNC)
- Burlington — Burlington Junction Railway (BJRY)
- Clinton — Canadian Pacific Railway (CP)
- Council Bluffs — Canadian National Railway (CN), Iowa Interstate Railroad (IAIS), Union Pacific Railroad (UP)
- Davenport — CP
- Des Moines —IAIS, Norfolk Southern Railway (NS), UP
- Keokuk — KJRY
- Mount Pleasant — BJRY
- Ottumwa — BJRY, CP
- Sioux City — CN, D&I Railroad (DAIR), UP

BNSF Trackage Rights and Joint Trackage

BNSF has trackage rights over the following line segments and connecting railroads:

- Canadian Pacific Railway (CP) Davenport Subdivision between East Wye Switch (Davenport), Iowa, and Clinton, Iowa; approximately 35.4 miles.
- Union Pacific Railroad Omaha Subdivision between BN Junction (Council Bluffs), Iowa, and the Iowa / Nebraska state line at Council Bluffs, Iowa; approximately 3.0 miles.
- Private Track at Red Oak, Iowa; approximately 4.0 miles.

BNSF operates the following segments under lease:

- Norfolk Southern Railway (NS) between NW Junction (Des Moines), Iowa, and Swan, Iowa, and between Tracy, Iowa, and Hamilton, Iowa; approximately 26.8 miles.

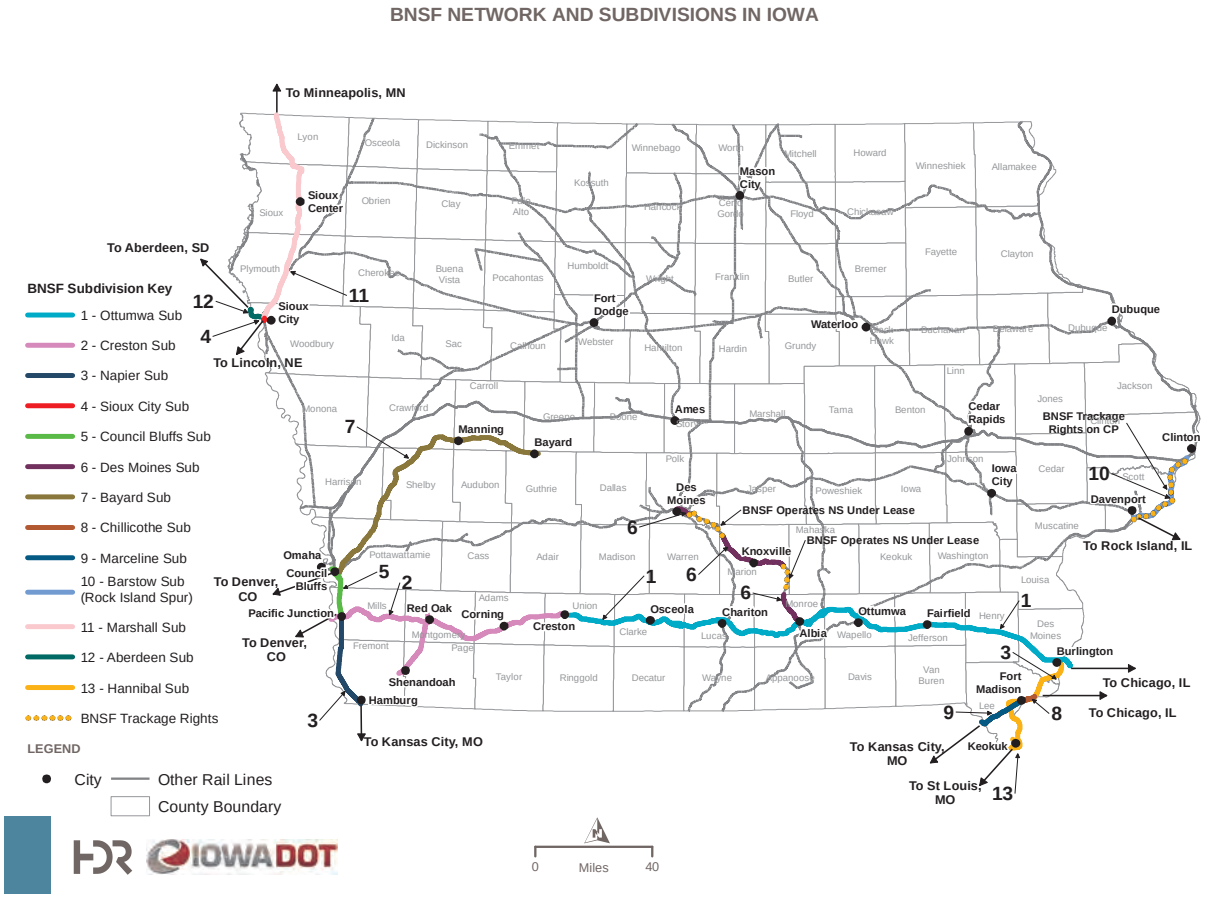
BNSF Divisions and Subdivisions in Iowa

BNSF's Iowa network is comprised of part of four operating divisions:

- Nebraska Division
- Chicago Division
- Twin Cities Division
- Springfield Division

BNSF's 13 operating subdivisions in Iowa are shown in Figure A.1 below. BNSF's Iowa subdivisions are presented by division and described in the tables below.

Figure A.1: BNSF Network and Subdivisions in Iowa



Source: BNSF and HDR

The Iowa subdivisions shown in Table A.2 below are components of the BNSF Nebraska Division.

Table A.2: Descriptions of BNSF Subdivisions in Iowa — Nebraska Division

SUBDIVISION: OTTUMWA SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington & Quincy Railroad (CB&Q)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Iowa / Illinois state line near Burlington, Iowa-Creston, Iowa; 188.1 miles
FRA Track Class	Class 4
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	79 mph passenger
Wayside Signals	Mixture of Centralized Traffic Control (CTC) and Automatic Block Signals (ABS)
Method of Operation	Mixture of Centralized Traffic Control (CTC), Track Warrant Control (TWC), and Yard Limits (YL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment

Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 76.0 GTM (Iowa / Illinois state line near Burlington-Burlington) • 109.0 GTM (Burlington-Ottumwa) • 113.0 GTM (Ottumwa-Albia) • 110.0 GTM (Albia-Creston)
Average Number of Trains per Day	40-45
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, intermodal, ethanol, and general merchandise freight traffic
Industrial Leads	Cargill Spur: Cargill Spur, Iowa; approximately 3.0 miles (includes privately owned track); 286,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: CRESTON SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington & Quincy Railroad (CB&Q)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Creston, Iowa-Iowa / Nebraska state line near Pacific Junction, Iowa; 86.1 miles
FRA Track Class	Class 4
Track Configuration	Combination of two main tracks and one main track
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	79 mph passenger
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 109.0 GTM (Creston-Pacific Junction) • 134.0 GTM (Pacific Junction-Iowa / Nebraska state line near Pacific Junction)
Average Number of Trains per Day	40-45
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, intermodal, ethanol, and general merchandise freight traffic
Industrial Leads	• Shenandoah Industrial Lead: Red Oak, Iowa-Shenandoah, Iowa; approximately 21.2 miles (former Chicago, Burlington & Quincy Railroad); 286,000 lbs. maximum allowable gross weight (Red Oak-Coburg) and 268,000 lbs. maximum allowable gross weight (Coburg-Shenandoah); line density 0.05 GTM • Red Oak Industrial Lead: Red Oak, Iowa; approximately 3.1 miles (former Chicago, Burlington & Quincy Railroad); 286,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: NAPIER SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington & Quincy Railroad (CB&Q)

Subdivision Route / Mileage	Portion of Subdivision in Iowa: Pacific Junction, Iowa-Iowa / Missouri state line near Hamburg, Iowa; 33.0 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Restricted Limits (RL) at Pacific Junction, Iowa • Track Warrant Control (TWC) Pacific Junction, Iowa-Iowa / Missouri state line near Hamburg, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	20.0 GTM
Average Number of Trains per Day	14-18
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: SIOUX CITY SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington and Quincy Railroad (CB&Q)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Sioux City, Iowa-Iowa / Nebraska state line near Sioux City, Iowa; 2.6 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	30 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Not cleared for double-stacks, hi-trilevel, and automax equipment
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	43.0 GTM
Average Number of Trains per Day	12-16
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: COUNCIL BLUFFS SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington & Quincy Railroad (CB&Q)
Subdivision Route / Mileage	Pacific Junction, Iowa-BN Junction (Council Bluffs), Iowa; 18.4 miles
FRA Track Class	Class 2
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Restricted Limits (RL) at Pacific Junction, Iowa • Track Warrant Control (TWC) Pacific Junction, Iowa-Council Bluffs, Iowa • Yard Limits (YL) at Council Bluffs, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	13.0 GTM
Average Number of Trains per Day	2-4
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	CBEC Railway: Council Bluffs, Iowa; approximately 6.0 miles owned by CBEC; operated by IAIS; BNSF and UP have operating rights over CBEC; 286,000 lbs. maximum allowable gross weight; line density 1.38 GTM
FRA Excepted Track	None

SUBDIVISION: DES MOINES SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington & Quincy Railroad (CB&Q)
Subdivision Route / Mileage	Albia, Iowa-Des Moines, Iowa; 67.8 miles (Note: The Des Moines (NW Junction)-Swan and Tracy-Hamilton segments, approximately 26.8 miles, are owned by NS and operated by BNSF under lease)
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	35 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Restricted Limits (RL) at Albia, Iowa • Track Warrant Control (TWC) Albia, Iowa-Des Moines, Iowa • Restricted Limits (RL) at Des Moines, Iowa • Yard Limits (YL) at Des Moines, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	2.0 GTM

Average Number of Trains per Day	1-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: BAYARD SUBDIVISION	
Division	Nebraska
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Council Bluffs, Iowa-Bayard, Iowa; 100.0 miles
FRA Track Class	Class 2
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) at Council Bluffs, Iowa • Track Warrant Control (TWC) Council Bluffs, Iowa-Bayard, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	2.0 GTM
Average Number of Trains per Day	0-1
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

The Iowa subdivisions shown in Table A.3 below are components of the BNSF Chicago Division.

Table A.3: Descriptions of BNSF Subdivisions in Iowa — Chicago Division

SUBDIVISION: CHILLICOTHE SUBDIVISION	
Division	Chicago
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Iowa / Illinois state line near Fort Madison, Iowa-Fort Madison, Iowa; 2.5 miles
FRA Track Class	Class 4
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	55 mph freight
Maximum Authorized Speed Passenger	79 mph passenger
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.

Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 139.0 GTM — BNSF • 12.5 GTM — UP
Average Number of Trains per Day	60-65
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: MARCELINE SUBDIVISION	
Division	Chicago
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Fort Madison, Iowa-Iowa / Missouri state line near Argyle, Iowa; 17.7 miles
FRA Track Class	Class 5
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	90 mph passenger
Wayside Signals	Centralized Traffic Control (CTC) and Automatic Train Stop (ATS)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 141.0 GTM — BNSF • 17.1 GTM — UP
Average Number of Trains per Day	70-75
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	Fort Madison, Iowa: Track 124 (yard track) and Track 302 (industry track)

SUBDIVISION: BARSTOW SUBDIVISION (ROCK ISLAND SPUR)	
Division	Chicago
Owner	BNSF
Operator	BNSF
Line Heritage	Davenport, Rock Island & Northwestern Railway (DRI&NW)
Subdivision Route / Mileage	Barstow Subdivision — Rock Island Spur in Iowa only, as identified under Industrial Leads below
FRA Track Class	Class 1
Track Configuration	One main track
Maximum Authorized Speed Freight	10 mph freight

Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	GCOR Rule 6.28
Maximum Allowable Gross Weight	263,000 lbs.
Clearances	18' 6" Above Top of Rail; can accommodate TOFC equipment and COFC equipment only one container high
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	1-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Rock Island Spur Segment in Iowa Only: Iowa / Illinois state line at Rock Island, Illinois-East Wye Switch (Davenport), Iowa; approximately 0.7 miles (former Davenport, Rock Island & Northwestern Railway)
FRA Excepted Track	None

The Iowa subdivisions shown in Table A.4 below are components of the BNSF Twin Cities Division.

Table A.4: Descriptions of BNSF Subdivisions in Iowa — Twin Cities Division

SUBDIVISION: MARSHALL SUBDIVISION	
Division	Twin Cities
Owner	BNSF
Operator	BNSF
Line Heritage	Great Northern Railway (GN)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Iowa / Minnesota state line near Lester, Iowa-Sioux City, Iowa; 75.7 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailer (TOFC) and double-stack (COFC) equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	38.0 GTM
Average Number of Trains per Day	10-14
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION:	ABERDEEN SUBDIVISION
Division	Twin Cities
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific (CMStP&P)

Subdivision Route / Mileage	Portion of Subdivision in Iowa: Sioux City, Iowa-Iowa / South Dakota state line near North Sioux City, South Dakota; 7.1 miles
FRA Track Class	Class 2 / Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight on Aberdeen Subdivision; but Restricted Speed (RS) over segment in Iowa
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Restricted Limits (RL)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 2.0 GTM — BNSF • 2.12 GTM — DAIR
Average Number of Trains per Day	2-4 BNSF
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

The Iowa subdivision shown in Table A.5 below is a component of the BNSF Springfield Division.

Table A.5: Description of BNSF Subdivisions in Iowa — Springfield Division

SUBDIVISION: HANNIBAL SUBDIVISION	
Division	Springfield
Owner	BNSF
Operator	BNSF
Line Heritage	Chicago, Burlington & Quincy Railroad (CB&Q)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Burlington, Iowa-Iowa / Missouri state line near Keokuk, Iowa; 44.4 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Clearance Above Top of Rail unknown; not cleared for double-stacks, hi-trilevel, and automax equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	33.0 GTM
Average Number of Trains per Day	12-16
Commodities Transported	Farm products, food and kindred products, chemical and allied products, coal, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

A.2.2 Canadian National Railway (CN)

Canadian National Railway (CN) operates in Iowa via two subsidiaries — the Chicago Central & Pacific Railway (CCP) and the Cedar River Railroad (CEDR). The combined CCP / CEDR network connects Iowa with the rest of the CN network at Munger (Wayne) and Chicago, Illinois.

A summary of statistical information for CN within Iowa is as follows:

- Line owned: 605 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 3 miles
- Line operated under haulage rights: 0 miles
- Total mileage operated: 608 miles
- Line owned, not operated, by respondent: 0 miles

CN Interchanges

Interchanges are locations where railroads intersect and exchange railcars. CN has the ability to interchange freight rail traffic with three Class I carriers (BNSF, CP, UP), one Class II carrier (IAIS), and four Class III carriers (CIC, DAIR, IANR, IARR) in Iowa. Designated interchange point locations and connecting carriers in Iowa are listed below:

- Ackley — Iowa River Railroad (IARR)
- Cedar Rapids — Cedar Rapids & Iowa City Railway (CIC), Iowa Northern Railway (IANR)
- Charles City — Canadian Pacific (CP)
- Council Bluffs — BNSF Railway (BNSF), IAIS, UP
- Dubuque — CP
- Iowa Falls — UP
- Sioux City —BNSF, D&I Railroad (DAIR), UP
- Waterloo — IANR, UP

CN Trackage Rights and Joint Trackage

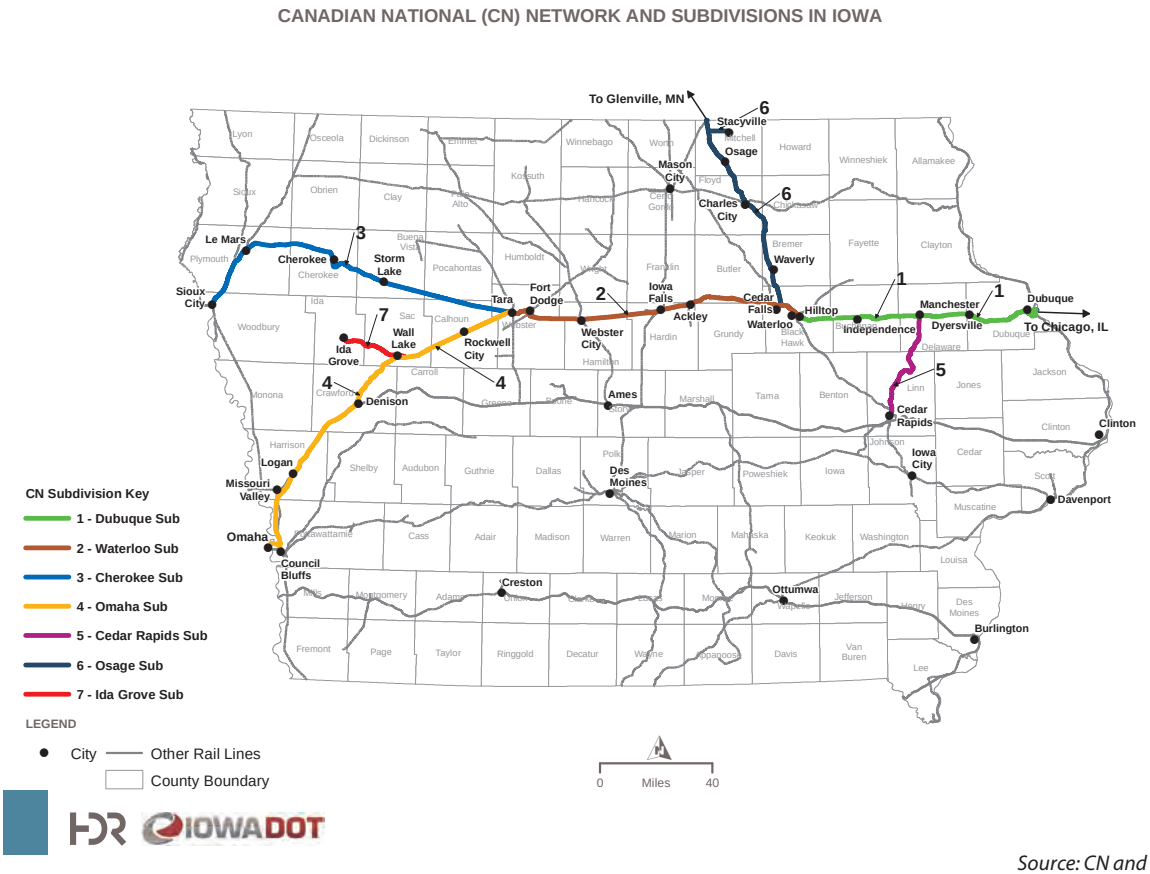
CN has trackage rights over the following line segments and connecting railroads:

- Union Pacific Railroad (UP) Omaha Subdivision between Council Bluffs, Iowa, and the Iowa / Nebraska state line at Council Bluffs, Iowa; approximately 2.9 miles.

CN Divisions and Subdivisions in Iowa

CN's Iowa network is comprised of part of one operating division: the North Division-Iowa Zone. CN's seven operating subdivisions in Iowa are shown in Figure A.2 below. Each subdivision is described in the tables below.

Figure A.2: CN Network and Subdivisions in Iowa



Source: CN and HDR

The Iowa subdivisions shown in Table A.6 below are components of the CN North Division-Iowa Zone.

Table A.6: Descriptions of CN Subdivisions in Iowa

SUBDIVISION: DUBUQUE SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CCP)
Operator	CN
Line Heritage	Illinois Central Railroad (IC)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Iowa / Illinois state line (Dubuque, Iowa)-Hilltop, Iowa; 90.0 miles
FRA Track Class	Class 4
Track Configurations	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment

Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	12.30 GTM
Average Number of Trains per Day	4-6
Commodities Transported	Farm products, chemical and allied products, food and kindred products, ethanol, coal, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: WATERLOO SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CCP)
Operator	CN
Line Heritage	Illinois Central Railroad (IC)
Subdivision Route / Mileage	Hilltop, Iowa-Tara, Iowa; 109.2 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings and sections of two main tracks
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) Hilltop, Iowa-Waterloo, Iowa • Automatic Block Signals (ABS) at Waterloo, Iowa • Centralized Traffic Control (CTC) Waterloo, Iowa-Tara, Iowa
Method of Operation	• Centralized Traffic Control (CTC) Hilltop, Iowa-Waterloo, Iowa • Yard Limits (YL) at Waterloo, Iowa • Centralized Traffic Control (CTC) Waterloo, Iowa-Tara, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	8.11 GTM
Average Number of Trains per Day	3-4
Commodities Transported	Farm products, chemical and allied products, food and kindred products, ethanol, coal, and general merchandise freight traffic
Industrial Leads	North Waterloo Industrial Lead: West Waterloo, Iowa-Waterloo, Iowa; approximately 2.7 miles (former Waterloo, Cedar Falls and Northern Railway); 286,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: CHEROKEE SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CCP)
Operator	CN
Line Heritage	Illinois Central Railroad (IC)
Subdivision Route / Mileage	Tara, Iowa-Sioux City, Iowa; 127.6 miles
FRA Track Class	• Class 3 (Tara-Le Mars) • Class 4 (Le Mars-Sioux City)
Track Configuration	One main track with passing sidings

Maximum Authorized Speed Freight	• 40 mph freight (Tara-LeMars) • 49 mph freight (Le Mars-Sioux City)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signals (ABS) Le Mars, Iowa-Sioux City, Iowa
Method of Operation	• Yard Limits (YL) at Tara, Iowa • Track Authority (TA) Tara, Iowa-Le Mars, Iowa • Track Warrant Control (TWC) Le Mars, Iowa-Sioux City, Iowa • Rule 520 (Non-Main Track) at Sioux City, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 4.83 GTM — CN (Tara — Le Mars) • 4.85 GTM — CN (Le Mars — Sioux City) • 12.90 GTM — UP (Le Mars — Sioux City)
Average Number of Trains per Day	2-4
Commodities Transported	Farm products, chemical and allied products, food and kindred products, ethanol, coal, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: OMAHA SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CCP)
Operator	CN
Line Heritage	Illinois Central Railroad (IC)
Subdivision Route / Mileage	Tara, Iowa-Council Bluffs, Iowa; 130.2 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) at Tara, Iowa • Centralized Traffic Control (CTC) at Ida, Iowa
Method of Operation	• Track Authority (TA) Tara, Iowa-Council Bluffs, Iowa • Rule 520 (Non-Main Track) at Council Bluffs, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	1.80 GTM
Average Number of Trains per Day	2-3
Commodities Transported	Farm products, chemical and allied products, food and kindred products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: CEDAR RAPIDS SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CCP)

Operator	CN
Line Heritage	Illinois Central Railroad (IC)
Subdivision Route / Mileage	Manchester, Iowa-Cedar Rapids, Iowa; 41.6 miles
FRA Track Class	Class 3 / Class 2 (varies by segment)
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight / 25 mph freight (varies by segment)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Rule 520 (Non-Main Track) at Manchester, Iowa • Track Authority (TA) Manchester, Iowa-Cedar Rapids, Iowa • Rule 520 (Non-Main Track) at Cedar Rapids, Iowa
Maximum Allowable Gross Weight	286,000 lbs. (Manchester-Cedar Rapids)
Clearances	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	2.02 GTM
Average Number of Trains per Day	1-2
Commodities Transported	Farm products, chemical and allied products, food and kindred products, ethanol, and general merchandise freight traffic
Industrial Leads	Louisa Spur: Cedar Rapids, Iowa-Louisa, Iowa; approximately 2.0 miles (former Chicago, Milwaukee, St. Paul & Pacific Railroad); 268,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: OSAGE SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CEDR)
Operator	CN
Line Heritage	Illinois Central Railroad (IC)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Mona Junction, Iowa-Iowa / Minnesota state line at Lyle, Minnesota; 75.6 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Authority (TA)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	0.98 GTM
Average Number of Trains per Day	0-1
Commodities Transported	Farm products, chemical and allied products, food and kindred products, ethanol, and general merchandise freight traffic

Industrial Leads	• Waverly Spur: Readlyn Junction, Iowa-Waverly, Iowa; approximately 1.3 miles (former Chicago Great Western Railway); 268,000 lbs. maximum allowable gross weight • Stacyville Spur: Stacyville Junction, Iowa-Stacyville, Iowa; 7.8 miles (former Illinois Central Railroad); 263,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: IDA GROVE SUBDIVISION	
Division	North Division — Iowa Zone
Owner	CN (CCP)
Operator	CN
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Ida, Iowa-Ida Grove, Iowa; 24.5 miles
FRA Track Class	Class 2
Track Coinfiguration	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) at Ida, Iowa
Method of Operation	Track Authority (TA)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	1.59 GTM
Average Number of Trains per Day	0-1
Commodities Transported	Farm products, ethanol, chemical and allied products, and food and kindred products
Industrial Leads	None
FRA Excepted Track	None

A.2.3 Canadian Pacific Railway (CP)

Canadian Pacific Railway (CP) has one operating subsidiary in Iowa — the Dakota, Minnesota & Eastern Railroad (DM&E). The DM&E connects Iowa with the rest of the CP network at Chicago, Illinois, and La Crescent, Minnesota (near La Crosse, Wisconsin).

A summary of statistical information for CP within Iowa is as follows:

- Line owned: 654 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 12 miles
- Line operated under haulage rights: 0 miles
- Total mileage operated: 666 miles
- Line owned, not operated, by respondent: 0 miles

CP Interchanges

Interchanges are locations where railroads intersect and exchange railcars. CP has the ability to interchange freight rail traffic with three Class I carriers (BNSF, CN, UP), one Class II carrier (IAIS), and three Class III carriers (APNC, IANR, IATR) in Iowa. Designated interchange point locations and connecting carriers in Iowa are listed below:

- Charles City — Canadian National Railway (CN)
- Clinton — BNSF Railway (BNSF), Union Pacific Railroad (UP)
- Davenport — BNSF, Iowa Interstate Railroad (IAIS)
- Dubuque — CN
- Emmetsburg — UP
- Mason City — Iowa Traction Railway (IATR), UP
- Moravia — Appanoose County Community Railroad (APNC)
- Nora Springs — Iowa Northern Railway (IANR)
- Ottumwa — BNSF
- Plymouth — IANR
- Sheldon — UP

CP Trackage Rights and Joint Trackage

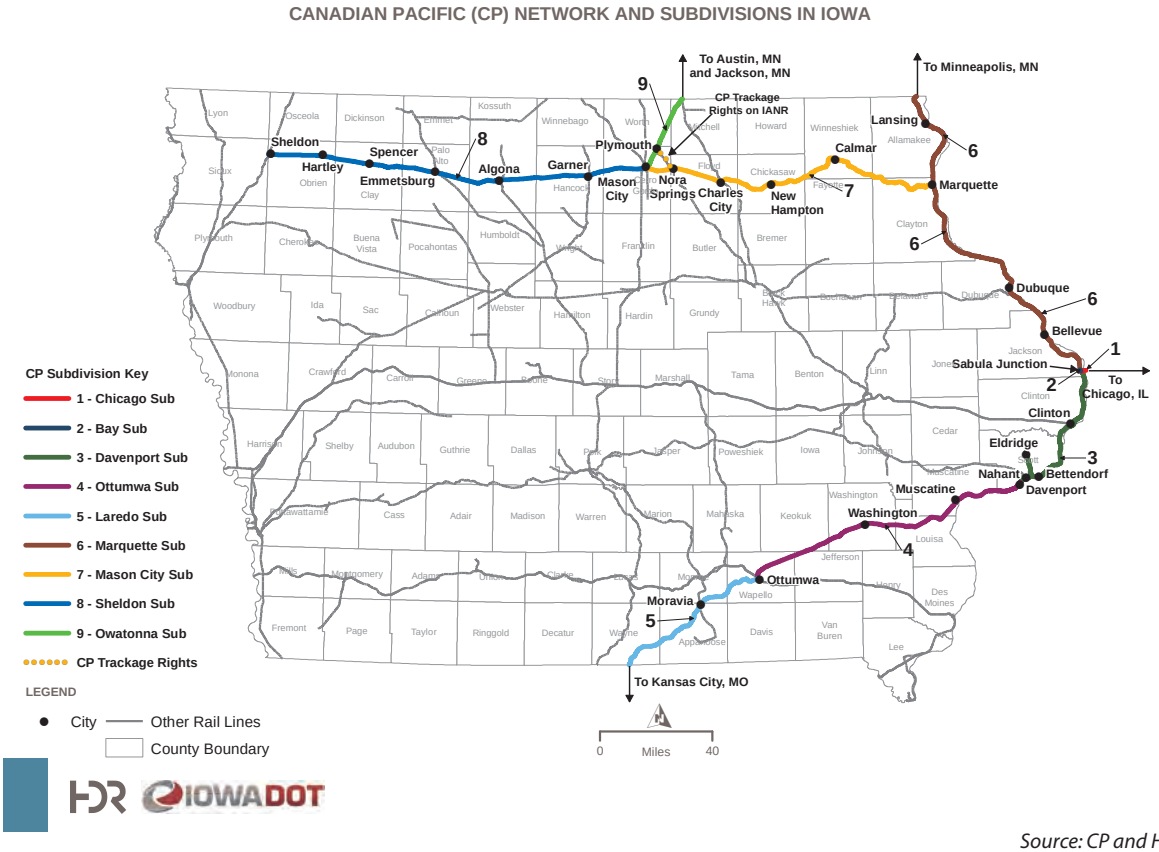
CP has trackage rights over the following line segments and connecting railroads:

- Canadian National Railway (CN) Dubuque Subdivision between Wood, Iowa, and Dubuque Junction, Iowa (at Dubuque, Iowa); approximately 1.9 miles.
- Iowa Northern Railway (IANR) Manly Subdivision between Nora Springs, Iowa, and Plymouth, Iowa; approximately 8.7 miles.
- BNSF Railway Barstow Subdivision (Rock Island Spur) between East Wye Switch (Davenport), Iowa, and the Iowa / Illinois state line at Rock Island, Illinois; approximately 0.7 miles.

CP Divisions and Subdivisions in Iowa

CP's Iowa network is comprised of part of one operating division: the U.S. Southern Region. CP's nine operating subdivisions in Iowa are shown in Figure A.3 below. Each subdivision is described in the tables below.

Figure A.3: CP Network and Subdivisions in Iowa



Source: CP and HDR

The Iowa subdivisions shown in Table A.7 below are components of the CP U.S. Southern Region:

Table A.7: Descriptions of CP Subdivisions in Iowa

SUBDIVISION: CHICAGO SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Iowa / Illinois state line at Sabula, Iowa-Sabula Junction, Iowa; approximately 1.0 mile
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Illinois / Iowa state line at Sabula, Iowa-Sabula Junction, Iowa
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates multi-level intermodal and automotive rail equipment that does not exceed 19' 1" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	10.88 GTM
Average Number of Trains per Day	6-8
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, intermodal, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: BAY SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Island, Iowa-Lake, Iowa (at Sabula Junction, Iowa); 0.3 mile
FRA Track Class	Unknown
Track Configuration	One main track
Maximum Authorized Speed Freight	10 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates multi-level intermodal and automotive rail equipment that does not exceed 19' 1" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	Unknown
Average Number of Trains per Day	Unknown

Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: DAVENPORT SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	• Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) Sabula Junction, Iowa-Clinton, Iowa • Davenport, Rock Island & Northwestern Railway (DRI&NW) Clinton, Iowa-West Davenport, Iowa • Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) West Davenport, Iowa-Nahant, Iowa
Subdivision Route / Mileage	Sabula Junction, Iowa-Nahant, Iowa; 54.2 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) Sabula Junction, Iowa-Deer Creek, Iowa • Automatic Block Signals (ABS) North Wye Switch (Davenport), Iowa-Nahant, Iowa
Method of Operation	• Centralized Traffic Control (CTC) Sabula Junction, Iowa-Deer Creek, Iowa • Track Warrant Control (TWC) Deer Creek, Iowa-North Wye Switch (Davenport), Iowa • Yard Limits (YL) North Wye Switch (Davenport), Iowa-Nahant, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates multi-level intermodal and automotive rail equipment that does not exceed 19' 1" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 22.14 GTM (Sabula Junction-Clinton) • 15.50 GTM (Clinton-Nahant)
Average Number of Trains per Day	6-8
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, intermodal, coal, and general merchandise freight traffic
Industrial Leads	• Eldridge Spur: Waterworks (Davenport), Iowa-Eldridge, Iowa; 9.7 miles (former Chicago, Milwaukee, St. Paul and Pacific Railroad); 263,000-lbs. maximum allowable gross weight; line density 0.07 GTM • Nahant Industry Track: West Davenport, Iowa-Nahant, Iowa; maximum allowable gross weight unknown
FRA Excepted Track	Eldridge Spur: At Eldridge, Iowa; approximately 2.7 miles

SUBDIVISION: OTTUMWA SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP

Line Heritage	• Joint Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) and Chicago, Rock Island & Pacific Railroad (CRI&P) Nahant, Iowa-Culver, Iowa • Chicago, Rock Island & Pacific Railroad (CRI&P) Culver, Iowa-Washington, Iowa • Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) Washington, Iowa-Ottumwa, Iowa
Subdivision Route / Mileage	Nahant, Iowa-Ottumwa, Iowa; 107.1 miles
FRA Track Class	Class 3/4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	• 49 mph freight (Nahant-Muscatine) • 40 mph freight (Muscatine-Ottumwa)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) Montpelier, Iowa-Heinz, Iowa; Fruitland, Iowa-Cotter, Iowa; Rutledge, Iowa-Ottumwa, Iowa • Automatic Block System (ABS) Nahant, Iowa-Montpelier, Iowa; Heinz, Iowa-Fruitland, Iowa
Method of Operation	• Yard Limits (YL) at Nahant, Iowa • Centralized Traffic Control (CTC) Montpelier, Iowa-Heinz, Iowa; Fruitland, Iowa-Cotter, Iowa; Rutledge, Iowa-Ottumwa, Iowa • Track Warrant Control (TWC) Nahant, Iowa-Montpelier, Iowa; Heinz, Iowa-Fruitland, Iowa; Cotter, Iowa-Rutledge, Iowa • Yard Limits (YL) at Ottumwa, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates multi-level intermodal and automotive rail equipment that does not exceed 19' 1" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	12.10-14.30 GTM (varies by segment)
Average Number of Trains per Day	6-8
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, intermodal, coal, and general merchandise freight traffic
Industrial Leads	IPSCO Spur: Montpelier, Iowa; length of spur unknown; maximum allowable gross weight unknown
FRA Excepted Track	None

SUBDIVISION: LAREDO SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Ottumwa, Iowa-Iowa / Missouri state line near Sewal, Iowa; 61.2 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) at Ottumwa, Iowa • Track Warrant Control (TWC) Ottumwa, Iowa-Iowa / Minnesota state line near Sewal, Iowa

Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates multi-level intermodal and automotive rail equipment that does not exceed 19' 1" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	9.80 GTM
Average Number of Trains per Day	6-8
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, intermodal, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: MARQUETTE SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Sabula Junction, Iowa-Iowa / Minnesota state line at New Albin, Iowa; 136.5 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Sabula Junction, Iowa-Lake, Iowa
Method of Operation	• Centralized Traffic Control (CTC) Sabula Junction, Iowa-Lake, Iowa • Track Warrant Control (TWC) Lake, Iowa-Wood (Dubuque), Iowa; Dubuque Junction, Iowa-Iowa / Minnesota state line at New Albin, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates multi-level intermodal and automotive rail equipment that does not exceed 19' 1" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 19.10 GTM (Sabula Junction-Marquette) • 9.10 GTM (Marquette-Iowa / Minnesota state line at New Albin, Iowa)
Average Number of Trains per Day	6-8
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, intermodal, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: MASON CITY SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Marquette, Iowa-Mason City, Iowa; 116.7 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight

Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) at Marquette, Iowa • Track Warrant Control (TWC) Marquette, Iowa-Mason City, Iowa • Yard Limits (YL) at Mason City, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates trailer (TOFC) equipment not exceeding 17' 6" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	11.34 GTM
Average Number of Trains per Day	2-4
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: SHELDON SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Mason City, Iowa-Sheldon, Iowa; 136.7 miles
FRA Track Class	Class 2
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) at Mason City, Iowa • Track Warrant Control (TWC) Mason City, Iowa-Sheldon, Iowa • Yard Limits (YL) at Sheldon, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates trailer (TOFC) equipment not exceeding 17' 6" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 1.91 GTM — CP (Mason City-Sheldon) • 0.27 GTM — UP (Emmetsburg-Hartley)
Average Number of Trains per Day	1-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: OWATONNA SUBDIVISION	
Division	U.S. Southern Region
Owner	CP (DME)
Operator	CP
Line Heritage	Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P)

Subdivision Route / Mileage	Portion of Subdivision in Iowa: Mason City, Iowa-Iowa / Minnesota state line at Lyle, Minnesota; 28.2 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) at Mason City, Iowa • Track Warrant Control (TWC) Mason City, Iowa-Iowa / Minnesota state line at Lyle, Minnesota
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Accommodates trailer (TOFC) equipment not exceeding 17' 6" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	7.82 GTM
Average Number of Trains per Day	1-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

A.2.4 Kansas City Southern Railway (KCS)

Kansas City Southern Railway (KCS) does not own any track or possess any trackage rights in Iowa. KCS accesses the state via haulage rights between its principal terminal at Kansas City, Missouri, and Council Bluffs, Iowa, acquired over Union Pacific Railroad (UP) in 1988 and over BNSF Railway (BNSF) by 2003. KCS haulage rights in Iowa totals approximately 55 miles.

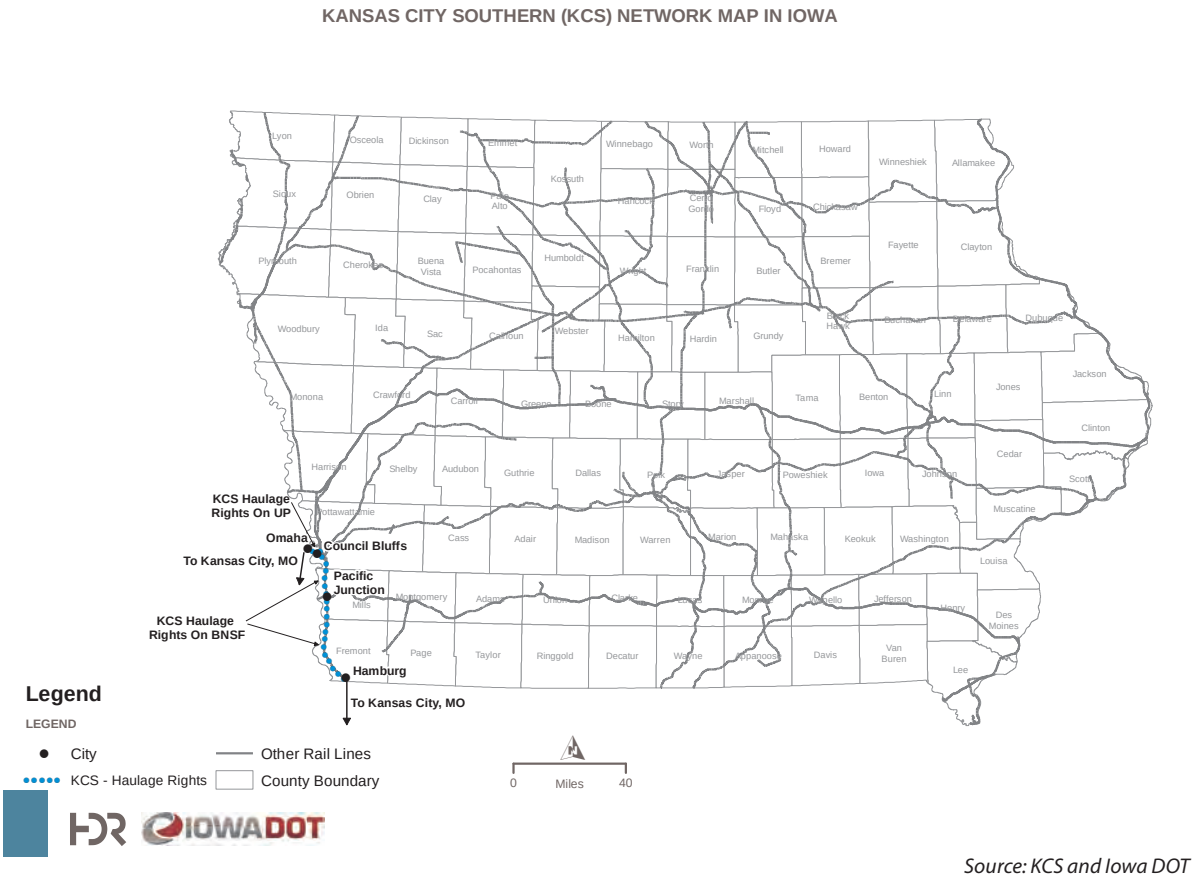
KCS has haulage rights over the following railroad segments in Iowa:

- Union Pacific Railroad (UP) Omaha Subdivision between the Iowa/Nebraska state line at Council Bluffs, Iowa, and Council Bluffs, Iowa; approximately 4.0 miles.
- BNSF Railway (BNSF) Council Bluffs Subdivision between BN Junction (Council Bluffs), Iowa, and Pacific Junction, Iowa; approximately 18.4 miles.
- BNSF Railway (BNSF) Napier Subdivision between Pacific Junction, Iowa, and the Iowa/Missouri state line near Hamburg, Iowa; approximately 33.0 miles.

KCS haulage traffic consists principally of grains and other agricultural products that originate in Council Bluffs and other locations in western Iowa. Interchanges are locations where railroads intersect and exchange railcars. KCS' sole interchange in Iowa is at Council Bluffs — with BNSF, Iowa Interstate Railroad (IAIS), and UP.

KCS does not have any operating divisions or subdivisions in Iowa. Figure A.4 below shows the routes in Iowa over which KCS has haulage rights.

Figure A.4: KCS Network in Iowa



Source: KCS and Iowa DOT

A.2.5 Norfolk Southern Railway (NS)

A summary of statistical information for Norfolk Southern Railway (NS) within Iowa is as follows:

- Line owned: 44 miles
- Line operated under lease: 0 miles
- Line operated under contract: 4 miles
- Line operated under trackage rights: 0 miles
- Line operated under haulage rights: 386 miles
- Total mileage operated: 395 miles (includes 9 miles operated by NS and 386 miles of NS haulage rights)
- Line owned, not operated, by respondent: 39 miles

NS Interchanges

Interchanges are locations where railroads intersect and exchange railcars. NS has the ability to interchange freight rail traffic with two Class I carriers (BNSF, UP), one Class II carrier (IAIS), and one Class III carrier (APNC) in Iowa. Designated interchange point locations and connecting carriers in Iowa are listed below:

- Albia — BNSF Railway (BNSF), Appanoose County Community Railroad (APNC)
- Des Moines — BNSF, Iowa Interstate Railroad (IAIS), Union Pacific Railroad (UP)

NS Trackage Rights, Haulage Rights, and Joint Trackage

NS operates on approximately 9 miles of trackage at its terminal in Des Moines, Iowa — including 5 miles NS owns and a 4-mile BNSF segment that NS operates under contract. NS maintains approximately 386 miles of haulage rights over two connecting railroads (BNSF and IAIS) from Des Moines, Iowa, to access the rest of the NS network at St Louis, Missouri, and Peoria, Illinois. NS owns an additional 39 route miles in Iowa, and leases

these segments to other railroads, as identified in Table A.8 below. NS does not presently have any active trackage rights operations in Iowa.

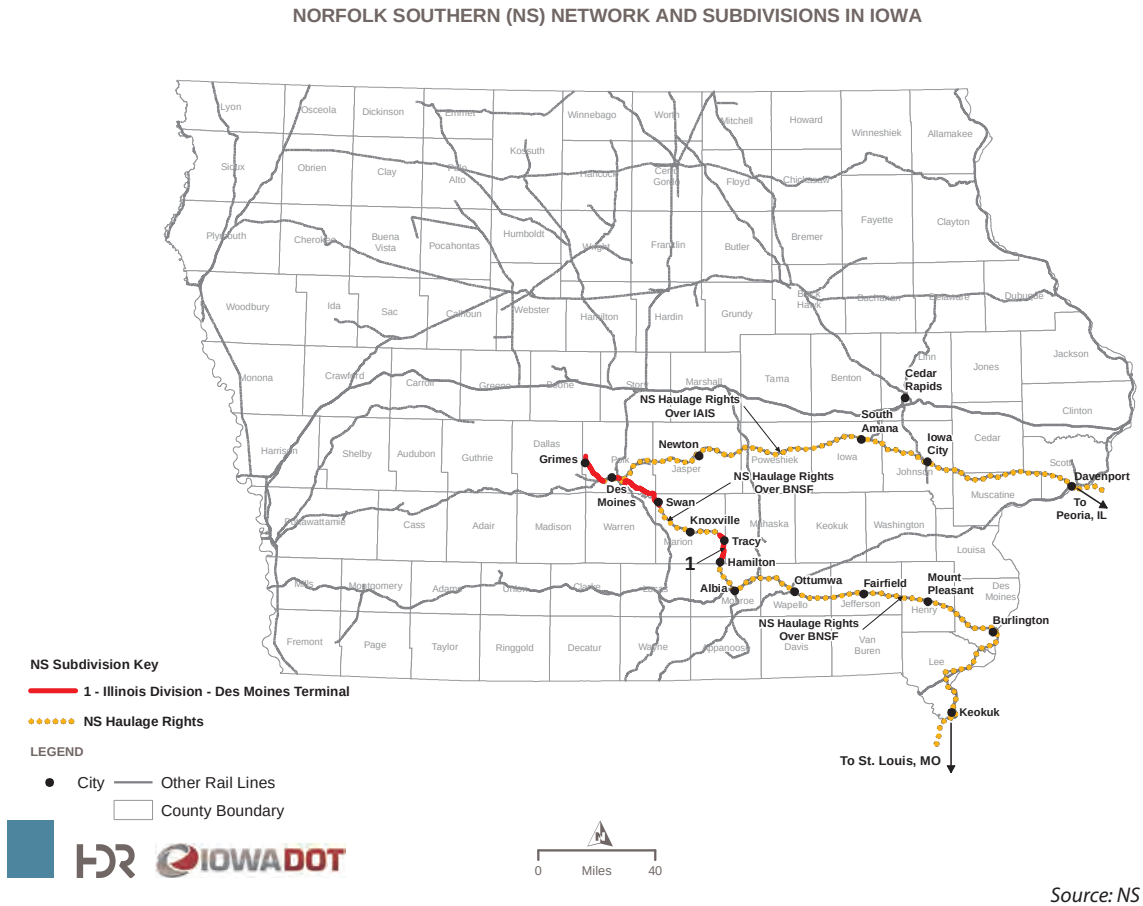
NS haulage rights in Iowa are maintained over the following line segments and connecting railroads:

- BNSF Railway (BNSF) Des Moines Subdivision between Des Moines, Iowa, and Albia, Iowa; approximately 67.8 miles.
- BNSF Railway (BNSF) Ottumwa Subdivision between Albia, Iowa, and Burlington, Iowa; approximately 98.6 miles.
- BNSF Railway (BNSF) Hannibal Subdivision between Ottumwa, Iowa, and the Iowa/Missouri state line near Keokuk, Iowa; approximately 44.4 miles.
- Iowa Interstate Railroad (IAIS) Newton Subdivision between Des Moines, Iowa, and South Amana, Iowa; approximately 97 miles (this segment includes NS haulage rights over a 3-mile-long segment in Des Moines, Iowa, on which IAIS has trackage rights over the UP Perry Subdivision).
- Iowa Interstate Railroad (IAIS) Iowa City Subdivision between South Amana, Iowa, and the Iowa/Illinois state line at Davenport, Iowa; approximately 78 miles.

NS Divisions and Subdivisions in Iowa

NS' Iowa network is comprised of one operating division: the Illinois Division — Des Moines Terminal. NS' Iowa network, including its haulage rights, is shown in Figure A.5 below.

Figure A.5: NS Network and Subdivisions in Iowa



Source: NS and HDR

The Iowa subdivision shown in Table A.8 below is a component of the NS Illinois Division.

Table A.8: Description of NS Subdivision in Iowa

SUBDIVISION: DES MOINES TERMINAL	
Division	Illinois
Owner	NS
Operator	See Subdivision Route / Mileage below for operator by line segment
Line Heritage	• Wabash Railroad (WAB) Tracy, Iowa-Hamilton, Iowa • Wabash Railroad (WAB) Swan, Iowa-Des Moines (NW Junction), Iowa • Wabash Railroad (WAB) / Des Moines Union Railway (DMU) at Des Moines, Iowa • Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) Des Moines, Iowa-Grimes, Iowa
Subdivision Route / Mileage	Total miles of NS-owned trackage in Iowa: Approximately 44.0 miles, as follows: • Tracy, Iowa-Hamilton, Iowa; operated by BNSF as part of the BNSF Des Moines Subdivision (approximately 11.0 miles) • Swan, Iowa-Des Moines, Iowa; operated by BNSF as part of the BNSF Des Moines Subdivision (approximately 16.0 miles) • Des Moines, Iowa; operated by NS as the NS Des Moines Terminal (approximately 5.0 miles) • Des Moines, Iowa-Grimes, Iowa; operated by IAIS as the IAIS Grimes Industrial Spur and related trackage (approximately 12.0 miles)
FRA Track Class	• Class 2 (Tracy-Hamilton) • Class 2 (Swan-Des Moines) • Class 1 (Des Moines-Grimes)
Track Configuration	One main track
Maximum Authorized Speed Freight	• 25 mph freight (Tracy-Hamilton) • 25 mph freight (Swan-Des Moines) • 10 mph freight (Des Moines) • 10 mph freight (Des Moines-Grimes)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Track Warrant Control (TWC) Tracy, Iowa-Hamilton, Iowa; dispatched by BNSF • Track Warrant Control (TWC) Swan, Iowa-Des Moines, Iowa; dispatched by BNSF • Restricted Speed (RS) at Des Moines, Iowa • Yard Limits (YL) at Des Moines, Iowa • GCOR Rule 6.28 Des Moines, Iowa-Grimes, Iowa; dispatched by IAIS
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	• Unknown for NS-operated trackage in Des Moines. • Clearances on routes in Iowa over which NS has haulage rights are established by host railroads, BNSF and IAIS.
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	Less than 2.00 GTM
Average Number of Trains per Day	0-1
Commodities Transported	Farm products, food and kindred products, scrap materials, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	Des Moines Terminal trackage in Des Moines, Iowa

A.2.6 Union Pacific Railroad (UP)

A summary of statistical information for Union Pacific Railroad (UP) within Iowa is as follows:

- Line owned: 1,291 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 95 miles
- Line operated under haulage rights: 126 miles
- Total mileage operated: 1,512 miles
- Line owned, not operated, by respondent: 6 miles

UP Interchanges

Interchanges are locations where railroads intersect and exchange railcars. UP has the ability to interchange freight rail traffic with five Class I carriers (BNSF, CN, CP, KCS, NS), one Class II carrier (IAIS), and six Class III carriers (BSV, CIC, DAIR, IANR, IATR, KJRY) in Iowa. Designated interchange point locations and connecting carriers in Iowa are listed below:

- Boone — Boone & Scenic Valley Railroad (BSV)
- Cedar Rapids — Canadian National Railway (CN), Cedar Rapids & Iowa City Railway (CIC), Iowa Northern Railway (IANR)
- Clinton — Canadian Pacific Railway (CP)
- Council Bluffs — BNSF Railway (BNSF), CN, Iowa Interstate Railroad (IAIS), Kansas City Southern Railway (KCS)
- Des Moines — BNSF, IAIS, Norfolk Southern Railway (NS)
- Emmetsburg — CP
- Fort Madison — Keokuk Junction Railway (KJRY)
- Iowa Falls — CN
- Manly — IANR
- Mason City — CP, Iowa Traction Railroad (IATR)
- Sheldon — CP
- Sioux City — BNSF, CN, D&I Railroad (DAIR)
- Waterloo — CN, IANR

UP Trackage Rights and Joint Trackage

UP has trackage rights over the following line segments and connecting railroads:

- BNSF Railway (BNSF) Chillicothe Subdivision between the Iowa / Illinois state line and Fort Madison, Iowa; approximately 2.5 miles.
- BNSF Railway (BNSF) Marceline Subdivision between Fort Madison, Iowa, and the Iowa / Missouri state line; approximately 17.7 miles.
- BNSF Railway (BNSF) Sioux City Subdivision between Floyd, Iowa, and the Iowa / Nebraska state line near Sioux City, Iowa; approximately 1.4 miles.
- Canadian National Railway (CN) Cherokee Subdivision between Le Mars, Iowa, and Sioux City, Iowa; approximately 22.5 miles.
- Canadian Pacific Railway (CP) Sheldon Subdivision between Emmetsburg, Iowa, and Hartley, Iowa; approximately 41.6 miles.
- Iowa Interstate Railroad (IAIS) Council Bluffs Subdivision between Short Line Junction (Des Moines), Iowa, and West Des Moines, Iowa, various segments totaling approximately 9.1 miles. Note that UP owns 6.4 miles of this trackage, leases it to IAIS, and operates over it on trackage rights.

UP has haulage rights over the following line segments and connecting railroads:

- Iowa Northern Railway (IANR) Cedar Rapids Subdivision between Cedar Rapids, Iowa, and Waterloo, Iowa; approximately 50 miles.

- Iowa Northern Railway (IANR) Manly Subdivision between Cedar Falls Junction, Iowa, and Manly, Iowa; approximately 76 miles (this segment includes UP haulage rights over a 9-mile segment between Waterloo and Cedar Falls Junction, Iowa, on which IANR has trackage rights over the CN North Waterloo Industrial Lead and CN Waterloo Subdivision).

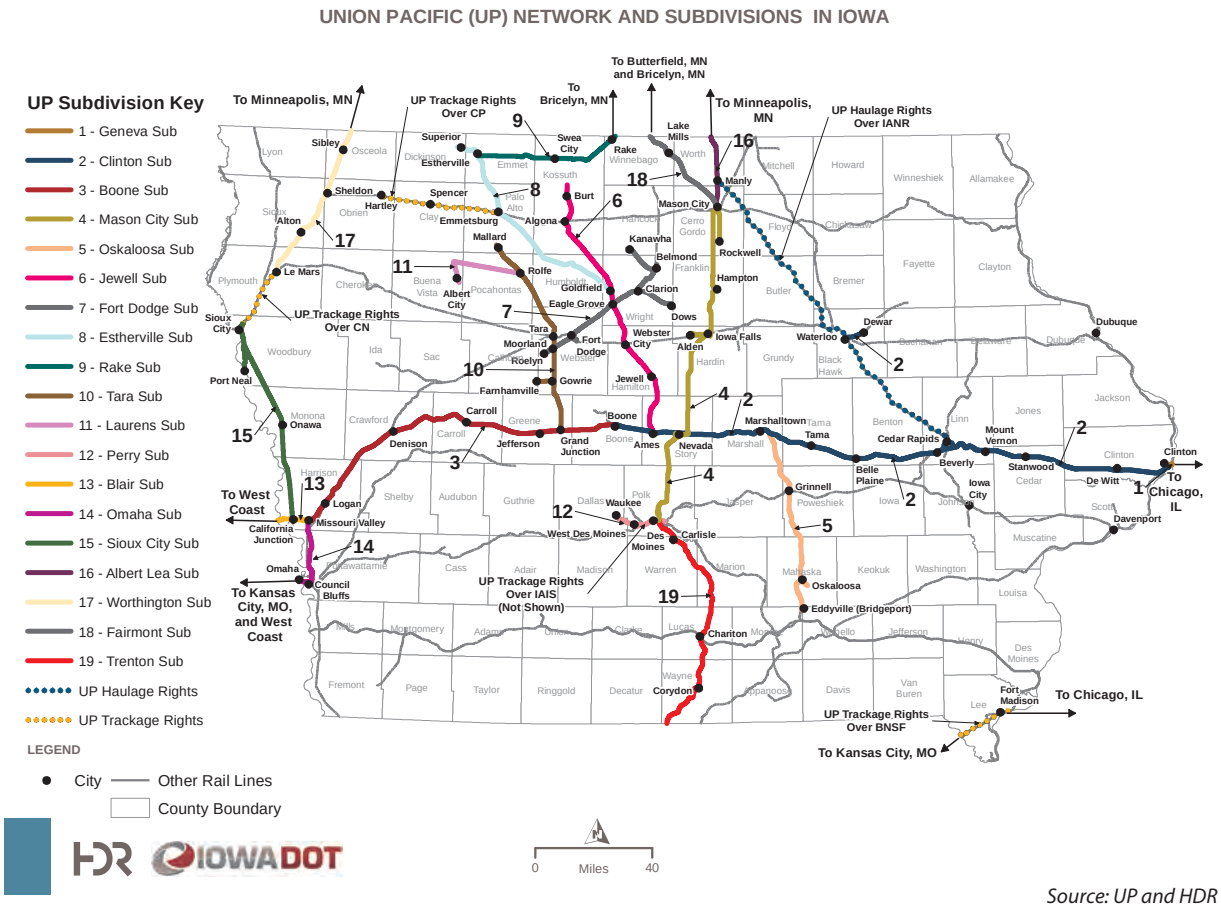
UP Divisions and Subdivisions in Iowa

UP's Iowa network is comprised of all or part of five operating divisions:

- Chicago Area
- Iowa Area
- Council Bluffs Area
- Twin Cities Area
- Kansas City Area

UP's 19 operating subdivisions in Iowa are shown in Figure A.6 below. UP's Iowa subdivisions are presented by division and described in the tables below.

Figure A.6: UP Network and Subdivisions in Iowa



Source: UP and HDR

The Iowa subdivision shown in Table A.9 below is a component of the UP Chicago Area.

Table A.9: Descriptions of UP Subdivisions in Iowa — Chicago Area

SUBDIVISION: GENEVA SUBDIVISION	
Division	Chicago Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Iowa / Illinois state line at Clinton, Iowa-Clinton, Iowa; 2.1 miles
FRA Track Class	Class 5
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	70 mph passenger
Wayside Signals	Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Illinois / Iowa state line at Clinton, Iowa-Clinton, Iowa
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20' 2" Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	116.7 GTM
Average Number of Trains per Day	65-75
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

The Iowa subdivisions shown in Table A.10 below are a component of the UP Iowa Area.

Table A.10: Descriptions of UP Subdivisions in Iowa — Iowa Area

SUBDIVISION: CLINTON SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Clinton, Iowa-Boone, Iowa; 196.6 miles
FRA Track Class	Class 5
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	70 mph passenger
Wayside Signals	Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Clinton, Iowa-Boone, Iowa
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs. (Clinton-Boone)
Clearances	Approximately 20' 2" Above Top of Rail (nine bridges on the subdivision will not clear 21' 6" Above Top of Rail)

Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 124.5 GTM (Clinton-Cedar Rapids) • 123.1 GTM (Cedar Rapids-Marshalltown) • 176.6 GTM (Marshalltown-Nevada) • 162.1 GTM (Nevada-Boone)
Average Number of Trains per Day	65-75
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	• Cedar Rapids Industrial Lead: Beverly, Iowa-Otis, Iowa; 8.6 miles (former Chicago & North Western Railway); maximum allowable gross weight unknown; line density under 1.00 GTM • Waterloo Industrial Lead: Waterloo, Iowa-Dewar, Iowa; approximately 6.9 miles (former Chicago Great Western Railway); 268,000 lbs. maximum allowable gross weight (Dewar-Waterloo [UP Linden Yard]) and 286,000 lbs. maximum allowable gross weight (Waterloo [UP Linden Yard]-Waterloo [IANR Cedar Rapids Subdivision connection]); line density 0.06 GTM (UP) • Powerville Industrial Lead: Marshalltown, Iowa; 3.2 miles; maximum gross weight unknown
FRA Excepted Track	None

SUBDIVISION: BOONE SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Boone, Iowa-East Missouri Valley, Iowa; 121.0 miles
FRA Track Class	Class 5
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	70 mph passenger
Wayside Signals	Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Boone, Iowa-East Missouri Valley, Iowa
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20' 2" Above Top of Rail (four bridges on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	137.0 GTM
Average Number of Trains per Day	65-75
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: MASON CITY SUBDIVISION	
Division	Iowa Area
Owner	UP

Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Des Moines, Iowa-Mason City, Iowa; 119.5 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) Des Moines, Iowa-Nevada, Iowa • Automatic Block Signals (ABS) Nevada, Iowa-Mason City, Iowa
Method of Operation	• Centralized Traffic Control (CTC) Des Moines, Iowa-Nevada, Iowa • Track Warrant Control (TWC) Nevada, Iowa-Flint, Iowa • Yard Limits (YL) Flint, Iowa-Mason City, Iowa
Maximum Allowable Gross Weight	286,000 lbs. (Des Moines-Mason City)
Clearances	Approximately 20' 2" Above Top of Rail (one bridge on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	137.0 GTM
Average Number of Trains per Day	10-16
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	• Hull Avenue Industrial Lead: Des Moines, Iowa; approximately 7.1 miles (former Fort, Dodge, Des Moines & Southern Railway); 286,000 lbs. maximum allowable gross weight • Highland Park Industrial Lead: Highland Junction, Iowa; approximately 1.8 miles (former Des Moines & Central Iowa Railroad); 268,000 lbs. maximum allowable gross weight • Alden Industrial Lead: Iowa Falls, Iowa-Alden, Iowa; 5.3 miles (former Chicago & North Western Railway); 250,000 lbs. maximum allowable gross weight; line density 0.08 GTM • Flint Industrial Lead: Flint (Mason City), Iowa; approximately 1.7 miles (former Chicago Great Western Railway); 268,000 lbs. maximum allowable gross weight • Rockwell Industrial Lead: Mason City, Iowa-Rockwell, Iowa; 11.4 miles (former Minneapolis & St. Louis Railway); 268,000 lbs. maximum allowable gross weight; line density 0.06 GTM
FRA Excepted Track	• Des Moines, Iowa: Georgia Pacific Lumber Business Track • Des Moines, Iowa: Highland Yard Lead (Track 110) and Track 108 • Alden Industrial Lead: Iowa Falls, Iowa-Alden, Iowa; 5.3 miles • Hampton, Iowa: Business Track 747 • Rockwell Industrial Lead: Between South Swifts (Mason City), Iowa, and Rockwell, Iowa; 8.6 miles

SUBDIVISION: OSKALOOSA SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Minneapolis & St. Louis Railway (M&StL)
Subdivision Route / Mileage	Marshalltown, Iowa-Bridgeport, Iowa; 68.7 miles
FRA Track Class	Class 2
Track Configuration	One main track with passing sidings

Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) at Marshalltown, Iowa • Track Warrant Control (TWC) Marshalltown, Iowa-Oskaloosa, Iowa • Yard Limits (YL) at Oskaloosa, Iowa • Track Warrant Control (TWC) Oskaloosa, Iowa-Bridgeport, Iowa • Yard Limits (YL) at Bridgeport, Iowa
Maximum Allowable Gross Weight	286,000 lbs. (Marshalltown-Bridgeport)
Clearances	Height Above Top of Rail unknown (six bridges on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	0.98 GTM
Average Number of Trains per Day	0-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: JEWELL SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	West Ames, Iowa-North Burt, Iowa; 97.2 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	• 40 mph freight (West Ames-Eagle Grove) • 30 mph freight (Eagle Grove-North Burt)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Track Warrant Control (TWC) West Ames, Iowa-Eagle Grove, Iowa • Yard Limits (YL) at Eagle Grove, Iowa • Track Warrant Control (TWC) Eagle Grove, Iowa-North Burt, Iowa
Maximum Allowable Gross Weight	286,000 lbs. (West Ames-North Burt)
Clearances	Approximate height Above Top of Rail is 20' 9"
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 4.60 GTM (West Ames-Eagle Grove) • 1.87 GTM (Eagle Grove-Goldfield) • 0.24 GTM (Goldfield-North Burt)
Average Number of Trains per Day	2-4
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: FORT DODGE SUBDIVISION	
Division	Iowa Area

Owner	UP
Operator	UP
Line Heritage	• Chicago Great Western Railway (CGW) Moorland, Iowa-Belmond, Iowa • Chicago, Rock Island & Pacific Railroad (CRI&P) at Belmond, Iowa
Subdivision Route / Mileage	Moorland, Iowa-Belmond, Iowa; 48.1 miles
FRA Track Class	• Class 4 (Moorland-Eagle Grove) • Class 3 (Eagle Grove-Belmond)
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	• 49 mph freight (Moorland-Eagle Grove) • 40 mph freight (Eagle Grove-Belmond)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Track Warrant Control (TWC) Moorland, Iowa-Eagle Grove, Iowa • Yard Limits (YL) at Eagle Grove, Iowa • Track Warrant Control (TWC) Eagle Grove, Iowa-Belmond, Iowa
Maximum Allowable Gross Weight	• 286,000 lbs. (Moorland-South Fort Dodge) • 268,000 lbs. (South Fort Dodge-Vincent) • 286,000 lbs. (Vincent-Eagle Grove) • 268,000 lbs. (Eagle Grove-Belmond)
Clearances	• Approximate height Above Top of Rail is 20' 9" (Belmond-Eagle Grove) • Height above Top of Rail unknown (Eagle Grove-Moorland)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 2.20 GTM (Moorland-Eagle Grove) • 0.42 GTM (Eagle Grove-Clarion) • 0.22 GTM (Clarion-Belmond)
Average Number of Trains per Day	1-3
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	• Roelyn Industrial Lead: Moorland, Iowa-Roelyn, Iowa; 5.2 miles (former Chicago Great Western Railway); 286,000 lbs. maximum allowable gross weight; line density 0.16 GTM • Fort Dodge Industrial Lead: Fort Dodge, Iowa; 1.5 miles (former Fort Dodge, Des Moines & Southern Railway); 268,000 lbs. maximum allowable gross weight; line density under 1.00 GTM • Dows Industrial Lead: Clarion, Iowa-Dows, Iowa; 14.5 miles (former Chicago, Rock Island & Pacific Railroad); 268,000 lbs. maximum allowable gross weight; line density 0.18 GTM • Kanawha Industrial Lead: Belmond, Iowa-Kanawha, Iowa; 12.2 miles (former Minneapolis & St. Louis Railway); 268,000 lbs. maximum allowable gross weight; line density 0.01 GTM
FRA Excepted Track	None

SUBDIVISION: ESTHERVILLE SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Goldfield, Iowa-Superior, Iowa; 79.3 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight

Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	• 286,000 lbs. (Goldfield-Emmetsburg) • 268,000 lbs. (Emmetsburg-Superior)
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 1.32 GTM (Goldfield-Emmetsburg) • 0.46 GTM (Emmetsburg-Estherville) • 0.07 GTM (Estherville-Superior)
Average Number of Trains per Day	0-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Hartley Industrial Lead: Emmetsburg, Iowa-Hartley, Iowa; 41.6 miles of UP trackage rights over CP Sheldon Subdivision (former Chicago, Milwaukee, St. Paul & Pacific Railway); 286,000 lbs. maximum allowable gross weight; line density 0.27 GTM (UP)
FRA Excepted Track	None

SUBDIVISION: RAKE SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Estherville, Iowa-Iowa/Minnesota state line near Rake, Iowa; 51.9 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	• 268,000 lbs. (Estherville-Rake) • 286,000 lbs. (Rake-Iowa/Minnesota state line near Rake, Iowa)
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	0.39 GTM
Average Number of Trains per Day	0-1
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: TARA SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Minneapolis & St. Louis Railway (M&StL)

Subdivision Route / Mileage	East Grand Junction, Iowa-Mallard, Iowa; 69.9 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	• 40 mph freight (East Grand Junction-Moorland) • 30 mph freight (Moorland-Mallard)
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	• 286,000 lbs. (East Grand Junction-Tara) • 268,000 lbs. (Tara-Mallard)
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 2.70 GTM (East Grand Junction-Moorland) • 1.77 GTM (Moorland-Tara) • 1.30 GTM (Tara-Rolfe) • 0.06 GTM (Rolfe-Mallard)
Average Number of Trains per Day	2-4
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Farnhamville Industrial Lead: Gowrie, Iowa-Farnhamville, Iowa; 6.3 miles (former Chicago & North Western Railway); 286,000 lbs. maximum allowable gross weight; line density 0.25 GTM
FRA Excepted Track	None

SUBDIVISION: LAURENS SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	• Chicago & North Western Railway (C&NW) Rolfe, Iowa-Marathon, Iowa • Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) Marathon, Iowa-Albert City, Iowa
Subdivision Route / Mileage	Rolfe, Iowa-Albert City, Iowa; 28.5 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	30 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	1.26 GTM
Average Number of Trains per Day	0-2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: PERRY SUBDIVISION	
Division	Iowa Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P) East Des Moines, Iowa-Des Moines, Iowa; and Des Moines, Iowa-West Des Moines, Iowa
Subdivision Route / Mileage	East Des Moines, Iowa-Des Moines, Iowa; and Des Moines, Iowa-West Des Moines, Iowa; 8.3 miles
FRA Track Class	Class 1
Track Configuration	One main track
Maximum Authorized Speed Freight	10 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Restricted Limits (RL) / Yard Limits (YL) East Des Moines, Iowa-West Des Moines, Iowa
Maximum Allowable Gross Weight	286,000 lbs. (East Des Moines-Des Moines-West Des Moines)
Clearances	• Double-stack compliant (approximately 20' 2" Above Top of Rail) — East Des Moines-West Des Moines • Unknown — West Des Moines-Waukee
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 2.50 GTM — UP (Des Moines-West Des Moines) • 4.41 GTM — IAIS (Des Moines-West Des Moines) • 0.02 GTM — UP (West Des Moines-Waukee)
Average Number of Trains per Day	0-2 UP
Commodities Transported	Farm products, food and kindred products, chemical and allied products, and general merchandise freight traffic
Industrial Leads	• Hollingsworth Industrial Lead: West Des Moines, Iowa; 1.4 miles; maximum allowable gross weight unknown • West Des Moines Industrial Lead: West Des Moines, Iowa; 2.2 miles (former Chicago, Rock Island & Pacific Railroad) ; 286,000 lbs. maximum allowable gross weight; leased to IAIS • Waukee Industrial Lead: West Des Moines, Iowa-Waukee, Iowa; 8.6 miles (former Minneapolis & St. Louis Railway); 268,000 lbs. maximum allowable gross weight
FRA Excepted Track	Waukee Industrial Lead: West Des Moines, Iowa-Waukee, Iowa; 8.6 miles

The Iowa subdivisions shown in Table A.11 below are a component of the UP Council Bluffs Area.

Table A.11: Descriptions of UP Subdivisions in Iowa — Council Bluffs Area

SUBDIVISION: BLAIR SUBDIVISION	
Division	Council Bluffs Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: East Missouri Valley, Iowa-Iowa / Nebraska state line near Blair, Nebraska; 14.2 miles
FRA Track Class	Class 4
Track Configuration	• Two main tracks (East Missouri Valley-Allen Creek) • One main track with passing sidings (Allen Creek-Iowa / Nebraska state line near Blair, Nebraska)

Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) and Automatic Train Control (ATC) East Missouri Valley, Iowa- Missouri Valley Junction, Iowa • Centralized Traffic Control (CTC) Missouri Valley Junction, Iowa-Iowa / Nebraska state line near Blair, Nebraska
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20' 2" Above Top of Rail (one bridge on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	• 92.9 GTM (Missouri Valley-California Junction) • 71.1 GTM (California Junction-Iowa / Nebraska state line near Blair, Nebraska)
Average Number of Trains per Day	35-45
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: OMAHA SUBDIVISION	
Division	Council Bluffs Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Missouri Valley, Iowa-Iowa / Nebraska state line at Council Bluffs, Iowa; 23.1 miles
FRA Track Class	Class 4
Track Configuration	• Two main tracks (Missouri Valley-South Missouri Valley) • One main track (South Missouri Valley-North Council Bluffs) • Two main tracks (North Council Bluffs-Council Bluffs) • Three main tracks / two main tracks (Council Bluffs-Iowa / Nebraska state line at Council Bluffs)
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Missouri Valley, Iowa- North Council Bluffs, Iowa • Automatic Block Signals (ABS) North Council Bluffs, Iowa-Council Bluffs, Iowa • Centralized Traffic Control (CTC) Council Bluffs, Iowa-Iowa / Nebraska state line at Council Bluffs, Iowa
Method of Operation	• Centralized Traffic Control (CTC) Missouri Valley, Iowa- North Council Bluffs, Iowa • Yard Limits (YL) North Council Bluffs, Iowa-Council Bluffs, Iowa • Centralized Traffic Control (CTC) Council Bluffs, Iowa-Iowa / Nebraska state line at Council Bluffs, Iowa
Maximum Allowable Gross Weight	• 286,000 lbs. (Missouri Valley-Council Bluffs) • 315,000 lbs. (Council Bluffs-Iowa / Nebraska state line at Council Bluffs, Iowa)
Clearances	21' 6" Above Top of Rail

Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	99.7 GTM
Average Number of Trains per Day	35-45
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	CBEC Railway: Council Bluffs, Iowa; approximately 6.0 miles owned by CBEC; operated by IAIS; BNSF and UP have operating rights over CBEC; 286,000 lbs. maximum allowable gross weight; line density 1.38 GTM
FRA Excepted Track	None

SUBDIVISION: SIOUX CITY SUBDIVISION	
Division	Council Bluffs Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	California Junction, Iowa-Sioux City, Iowa; 70.4 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) California Junction, Iowa-Modale, Iowa • Automatic Block Signals (ABS) Modale, Iowa-Sioux City, Iowa
Method of Operation	• Centralized Traffic Control (CTC) California Junction, Iowa-Modale, Iowa • Track Warrant Control (TWC) Modale, Iowa-Sioux City, Iowa • Yard Limits (YL) at Sioux City, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20' 2" Above Top of Rail (two bridges on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	23.9 GTM
Average Number of Trains per Day	8-12
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, coal, intermodal, and general merchandise freight traffic
Industrial Leads	• Sergeant Bluff Industrial Lead: Sergeant Bluff, Iowa-Port Neal, Iowa; 7.7 miles; maximum allowable gross weight unknown • Dakota City Industrial Lead — Portion in Iowa only: Sioux City, Iowa-Iowa / Nebraska state line at Sioux City, Iowa; 1.2 miles of UP trackage between Sioux City, Iowa, and Floyd, Iowa (former Chicago & North Western Railway) and approximately 1.4 miles of UP trackage rights over BNSF Sioux City Subdivision (former Chicago, Burlington & Quincy Railroad) between Floyd, Iowa, and the Iowa / Nebraska state line at Sioux City, Iowa; 286,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

The Iowa subdivisions shown in Table A.12 below are a component of the UP Twin Cities Area.

Table A.12: Descriptions of UP Subdivisions in Iowa — Twin Cities Area

SUBDIVISION: ALBERT LEA SUBDIVISION	
Division	Twin Cities Area
Owner	UP
Operator	UP
Line Heritage	• Joint Chicago, Rock Island & Pacific Railroad (CRI&P) and Chicago Great Western Railway (CGW) Mason City, Iowa-Manly, Iowa • Joint Chicago, Rock Island & Pacific Railroad (CRI&P) and Minneapolis & St. Louis Railway (M&StL) Manly, Iowa-Iowa / Minnesota state line near Northwood, Iowa
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Mason City, Iowa-Iowa / Minnesota state line near Northwood, Iowa; 24.4 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	• Yard Limits (YL) at Mason City, Iowa • Centralized Traffic Control (CTC) Mason City, Iowa-Iowa / Minnesota state line near Northwood, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20′ 2″ Above Top of Rail
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	25.7 GTM
Average Number of Trains per Day	10-16
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: WORTHINGTON SUBDIVISION	
Division	Twin Cities Area
Owner	UP
Operator	UP
Line Heritage	Chicago, St. Paul, Minneapolis & Omaha Railway (CStPM&O)
Subdivision Route / Mileage	Le Mars, Iowa-Iowa / Minnesota state line near Bigelow, Minnesota; 55.7 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC) Le Mars, Iowa-Iowa / Minnesota state line near Bigelow, Minnesota
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20′ 2″ Above Top of Rail

Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	12.2 GTM
Average Number of Trains per Day	6-10
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, coal, intermodal, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

SUBDIVISION: FAIRMONT SUBDIVISION	
Division	Twin Cities Area
Owner	UP
Operator	UP
Line Heritage	Chicago & North Western Railway (C&NW)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Mason City, Iowa-Iowa / Minnesota state line near Scarville, Iowa; 34.0 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Yard Limits (YL) Mason City, Iowa-River City, Iowa • Track Warrant Control (TWC) River City, Iowa-Iowa / Minnesota state line near Scarville, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	8.2 GTM
Average Number of Trains per Day	2-4
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	• Mason City Industrial Lead: Mason City, Iowa; 2.3 miles; maximum allowable gross weight unknown • Lake Mills Industrial Lead: Lake Mills, Iowa; 0.8 mile (former Minneapolis & St. Louis Railway); maximum allowable gross weight unknown
FRA Excepted Track	Lake Mills Industrial Lead: Lake Mills, Iowa; 0.8 mile

The Iowa subdivision shown in Table A.13 below is a component of the UP Kansas City Area.

Table A.13: Descriptions of UP Subdivisions in Iowa — Kansas City Area

SUBDIVISION: TRENTON SUBDIVISION	
Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Portion of Subdivision in Iowa: Des Moines, Iowa-Iowa / Missouri state line near Lineville, Iowa; 87.0 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings

Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	• Centralized Traffic Control (CTC) Des Moines, Iowa-Beech, Iowa • Automatic Block Signals (ABS) Beech, Iowa-Williamson, Iowa • Centralized Traffic Control (CTC) Beech, Iowa-Iowa / Missouri state line near Lineville, Iowa
Method of Operation	• Centralized Traffic Control (CTC) Des Moines, Iowa-Beech, Iowa • Track Warrant Control (TWC) Beech, Iowa-Williamson, Iowa • Centralized Traffic Control (CTC) Williamson, Iowa-Iowa / Missouri state line near Lineville, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Approximately 20' 2" Above Top of Rail (two bridges on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Current Line Density (2014) in Annual Gross Tons per Mile (in Millions)	34.22 GTM
Average Number of Trains per Day	10-16
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Excepted Track	None

A.3 Class II Railroads in Iowa

The section describes Iowa's one Class II railroad — Iowa Interstate Railroad (IAIS). Included is a data sheet and operating subdivision table for IAIS, showing such details as ownership, miles owned and operated, physical characteristics of operating subdivisions, facilities, commodities and carloads handled, connections with other railroads, potential improvement needs, and more. In 2015, IAIS was asked to confirm all data appearing in the data sheet and operating subdivision table and to provide additional input, as appropriate. IAIS participated in the coordination. No physical inspections of IAIS were conducted during development of the Iowa State Rail Plan.

A.3.1 Iowa Interstate Railroad (IAIS)

Iowa Interstate Railroad (IAIS) is a Class II railroad based in Cedar Rapids, Iowa, and is owned by Railroad Development Corporation (RDC) of Pittsburgh, Pennsylvania. IAIS was established in 1984 to preserve rail service over a former principal route of the Chicago, Rock Island & Pacific Railroad line between Bureau, Illinois (west of Chicago) and Council Bluffs, Iowa. The initial network included trackage rights from Bureau to Joliet, Illinois, on CSX Transportation and from Joliet to Blue Island (near Chicago), Illinois, on Metra, for access to Chicago. The initial network also included branch lines extending from Altoona to Pella, Iowa (this segment was cut back from Pella in stages in 1998, 2000, and 2014 and now ends at South Mitchellville, Iowa); Hancock Junction to Hancock and Oakland, Iowa (this segment was largely abandoned between Hancock Junction and Oakland in 2014); Atlantic to Audubon, Iowa (this segment was largely abandoned in 1995); and Rock Island to Milan, Illinois.

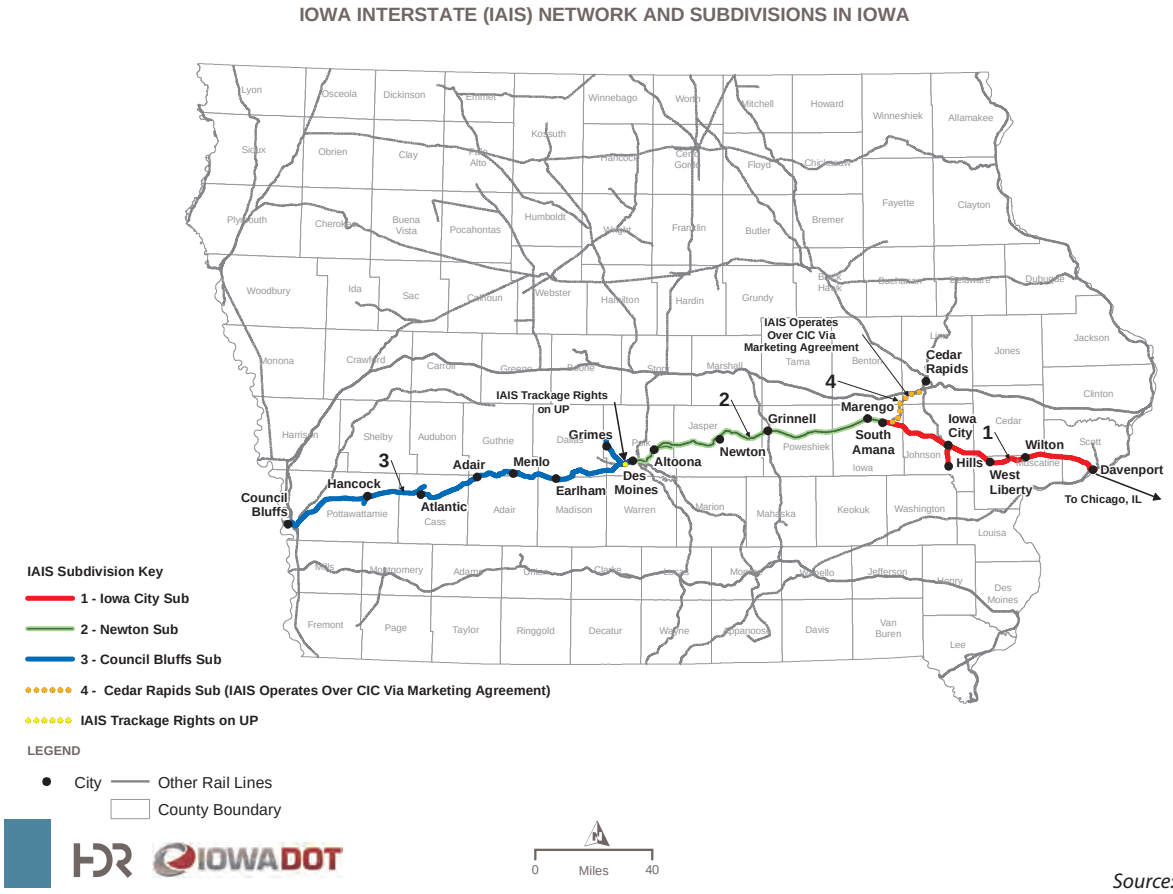
Subsequent network expansions included operation of NS-owned trackage between Des Moines and Grimes, Iowa; acquisition of the former CRI&P line between Henry (south of Bureau) and Peoria, Illinois (previously leased from Lincoln & Southern Railroad since 1987) and Class III railroad Great Western Railway of Iowa (CBGR) at Council Bluffs, Iowa, in 2006; operation by agreement over CIC trackage between between Yocum Connection (near South Amana) and Cedar Rapids, Iowa, and between Iowa City and Hills, Iowa; and lease of former CRI&P trackage from CSX Transportation between Henry, Bureau, and Utica, Illinois, in 2006[1].

1 *Iowa Interstate Railroad, Ltd. — Growing and Glowing at Age 25; Iowa Interstate Railroad, 2009*

IAIS also operates and maintains CBEC Railway in Council Bluffs, Iowa. Today, IAIS operates a regional network of approximately 550 miles, reaching from Chicago and Peoria, Illinois, to Davenport, Iowa City, Des Moines, and Council Bluffs, Iowa. IAIS operates over approximately 325 miles in Iowa. IAIS connects with all U.S. Class I railroads, either in Iowa or Illinois.

Figure A.7 below shows IAIS' present network and operating subdivisions in Iowa, which are described later in this section.

Figure A.7: IAIS Network and Subdivisions in Iowa



Source: HDR

Table A.14 below includes a datasheet for IAIS identifying additional details and physical and operating characteristics of the IAIS network in Iowa.

Table A.14: IAIS Datasheet

RAILROAD:	IOWA INTERSTATE RAILROAD
Alpha Code:	IAIS
Operator:	IAIS
Parent Company:	Railroad Development Corporation (RDC)
Phone:	(319) 298-5400
Company Website:	www.iaisrr.com
SERVICE AREA	
Counties in Iowa:	Scott, Muscatine, Cedar, Johnson, Iowa, Poweshiek, Jasper, Polk, Dallas, Madison, Adair, Guthrie, Cass, and Pottawattamie
Principal Stations in Iowa:	Davenport, Iowa City, South Amana, Newton, Des Moines, Atlantic, Council Bluffs

RAIL TRAFFIC							
Principal Commodities:	Grain and grain products, intermodal, aggregates, metals, and machinery						
Annual Carloads in Iowa (2014):	117,481 (IAIS system); 82,754 (in Iowa)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day (can be presented as a range)**
Iowa/Illinois state line at Davenport, Iowa-Davenport, Iowa	0.4	0.4	0	0	0	0.4 (on U.S. Army Government Bridge)	See Subdivision Tables Below
Davenport, Iowa-East Des Moines, Iowa	170.6	170.6	0	170.6	0	0	
East Des Moines, Iowa-Short Line (Des Moines), Iowa	2.7	2.7	0	0	0	2.7 (on UP)	
Short Line (Des Moines), Iowa- Des Moines, Iowa	2.7	2.7	0	2.7	0	0	
Des Moines, Iowa-West Des Moines, Iowa	6.4	6.4	0	0	6.4 (from UP)	0	
West Des Moines, Iowa-Council Bluffs, Iowa	125.0	125.0	0	125.0	0	0	
Yocum Connection, Iowa-Cedar Rapids, Iowa	17.8	17.8	0	0	0	17.8 (on CIC; note that IAIS operates over this trackage via a marketing agreement with CIC)	
Total	325.6	325.6	0	298.3	6.4	20.9	
TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)							
FRA Track Class:	• Class 3 (Iowa / Illinois state line at Davenport, Iowa-Council Bluffs, Iowa) • Class 2 (Yocum Connection, Iowa-Cedar Rapids, Iowa) over CIC trackage						
Operating Speed:	• 40 mph (FRA Track Class 3) • 25 mph (FRA Track Class 2)						
Signal System:	None						
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	• 10.90 GTM (Iowa / Illinois state line at Davenport, Iowa-Iowa City, Iowa) • 9.56 GTM (Iowa City, Iowa-South Amana, Iowa) • 6.10 GTM (South Amana, Iowa-Newton, Iowa) • 2.69 GTM (Newton, Iowa-Des Moines, Iowa) • 4.41 GTM (Des Moines, Iowa-Menlo, Iowa) • 3.15 GTM (Menlo, Iowa-Atlantic, Iowa) • 2.10 GTM (Atlantic, Iowa-Council Bluffs, Iowa) • 8.98 GTM (South Amana, Iowa-Cedar Rapids, Iowa)						
Weight Limits:	• 286,000 lbs (Iowa / Illinois state line at Davenport, Iowa-Council Bluffs, Iowa; Yocum Connection, Iowa-Cedar Rapids, Iowa) • Other line segments vary (see subdivision tables below)						
Vertical Clearance and Restrictions:	See subdivision tables below						

FRA Excepted Track:	See subdivision tables below
INTERCHANGE POINTS	
Location:	**Railroad:**
Davenport	CP
Iowa City	CIC
Cedar Rapids	CIC
Des Moines	BNSF, NS, UP
Council Bluffs	BNSF, CN, KCS, UP
FACILITIES	
Type:	**Location:**
Classification Yards	Iowa City, South Amana, Newton, Council Bluffs
Transload Facility	Quad Cities, West Liberty, Newton, Council Bluffs
Intermodal Facility	Council Bluffs
Mechanical Facility	South Amana, Council Bluffs
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated Costs, if known:**
FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	Estimated costs, if known:
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
OTHER COMMENTS	
Identification:	**Description:**

Source: IAIS and Iowa DOT

Table A.15 below identifies and describes the physical and operating characteristics of IAIS' operating subdivisions in Iowa.

Table A.15: IAIS Operating Subdivisions in Iowa

SUBDIVISION: IOWA CITY SUBDIVISION	
Division	IAIS
Owner	IAIS
Operator	IAIS
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Davenport, Iowa-South Amana, Iowa; 77.4 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A

Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack capable (20' 2" Above Top of Rail)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 10.90 GTM (Iowa / Illinois state line at Davenport, Iowa, Iowa-Iowa City, Iowa) • 9.56 GTM (Iowa City, Iowa-South Amana, Iowa)
Average Number of Trains per Day	5-6
Commodities Transported	Grain and grain products, intermodal, aggregates, metals, and machinery
Industrial Spurs	Hills Industrial Spur: Iowa City, Iowa-Hills, Iowa; 8.4 miles; owned by CIC and operated by IAIS under lease with CIC (former Cedar Rapids & Iowa City Railway at Iowa City, Iowa, and former Chicago, Rock Island & Pacific Railroad between Iowa City, Iowa, and Hills, Iowa); 263,000 lbs. maximum allowable gross weight. Note that CIC is anticipated to resume operations of this trackage between Iowa City and Hills with the expiration of the IAIS lease in October 2016.
FRA Excepted Track	None

SUBDIVISION: NEWTON SUBDIVISION	
Division	IAIS
Owner	IAIS
Operator	IAIS
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	South Amana, Iowa-East Des Moines, Iowa; 93.2 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack capable (20' 2" Above Top of Rail)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 6.10 GTM (South Amana, Iowa-Newton, Iowa) • 2.69 GTM (Newton, Iowa- Des Moines, Iowa)
Average Number of Trains per Day	2-4
Commodities Transported	Grain and grain products, intermodal, aggregates, metals, and machinery
Industrial Spurs	Prairie City Spur: Altoona, Iowa-South Mitchellville, Iowa; approximately 7.3 miles (former Chicago, Rock Island & Pacific Railroad); 263,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: COUNCIL BLUFFS SUBDIVISION	
Division	IAIS
Owner	IAIS
Operator	IAIS

Line Heritage	• Chicago, Rock Island & Pacific Railroad (CRI&P) Des Moines, Iowa-Peter (near McClelland), Iowa • Joint Chicago Great Western Railway (CGW) / Chicago, Rock Island & Pacific Railroad (CRI&P) Peter (near McClelland), Iowa-Rigg (near Council Bluffs), Iowa • Chicago, Rock Island & Pacific Railroad (CRI&P) Rigg (near Council Bluffs), Iowa-Council Bluffs, Iowa
Subdivision Route / Mileage	West Des Moines, Iowa-Council Bluffs, Iowa; 125.0 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack capable (20' 2" Above Top of Rail)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 4.41 GTM (Des Moines, Iowa-Menlo, Iowa) • 3.15 GTM (Menlo, Iowa-Atlantic, Iowa) • 2.10 GTM (Atlantic, Iowa-Council Bluffs, Iowa)
Average Number of Trains per Day	2-4
Commodities Transported	Grain and grain products, intermodal, aggregates, metals, and machinery
Industrial Spurs	• Grimes Industrial Spur and related trackage: Des Moines, Iowa-Grimes, Iowa; approximately 12.0 miles (former Chicago, Milwaukee, St. Paul & Pacific Railroad) owned by Norfolk Southern Railway (NS) and operated by IAIS; 286,000 lbs. maximum allowable gross weight; line density 0.02 GTM • Atlantic Spur: Atlantic, Iowa; approximately 3.0 miles (former Chicago, Rock Island & Pacific Railroad); 286,000 lbs. maximum allowable gross weight • Hancock Spur: Hancock Junction, Iowa-Hancock, Iowa; length unknown (former Chicago, Rock Island & Pacific Railroad); 286,000 lbs. maximum allowable gross weight • CBEC Railway: Council Bluffs, Iowa; approximately 6.0 miles owned by CBEC; operated by IAIS; BNSF and UP have operating rights over CBEC; 286,000 lbs. maximum allowable gross weight; line density 1.38 GTM
FRA Excepted Track	• Grimes Industrial Spur and related trackage (Des Moines, Iowa-Grimes, Iowa); approximately 12.0 miles • Hancock Spur (Hancock Junction, Iowa-Hancock, Iowa); length unknown

SUBDIVISION: CEDAR RAPIDS SUBDIVISION	
Division	IAIS Cedar Rapids Subdivision (known also as CIC Division 4)
Owner	Cedar Rapids & Iowa City Railway (CIC)
Operator	IAIS/CIC (IAIS operates over this segment via a marketing agreement with CIC; IAIS controls train operations over this trackage)
Line Heritage	Chicago, Milwaukee, St. Paul & Pacific Railroad (CMStP&P)
Subdivision Route / Mileage	Yocum Connection, Iowa-Smith-Dows Yard (Cedar Rapids), Iowa; 17.8 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A

Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack capable (21' 3" Above Top of Rail)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 8.98 GTM — IAIS (Yocum Connection, Iowa-Cedar Rapids, Iowa) • 0.04 GTM — CIC (Yocum Connection, Iowa-Cedar Rapids, Iowa)
Average Number of Trains per Day	4
Commodities Transported	Grain and grain products, intermodal, aggregates, metals, and machinery
Industrial Spurs	None
FRA Excepted Track	None

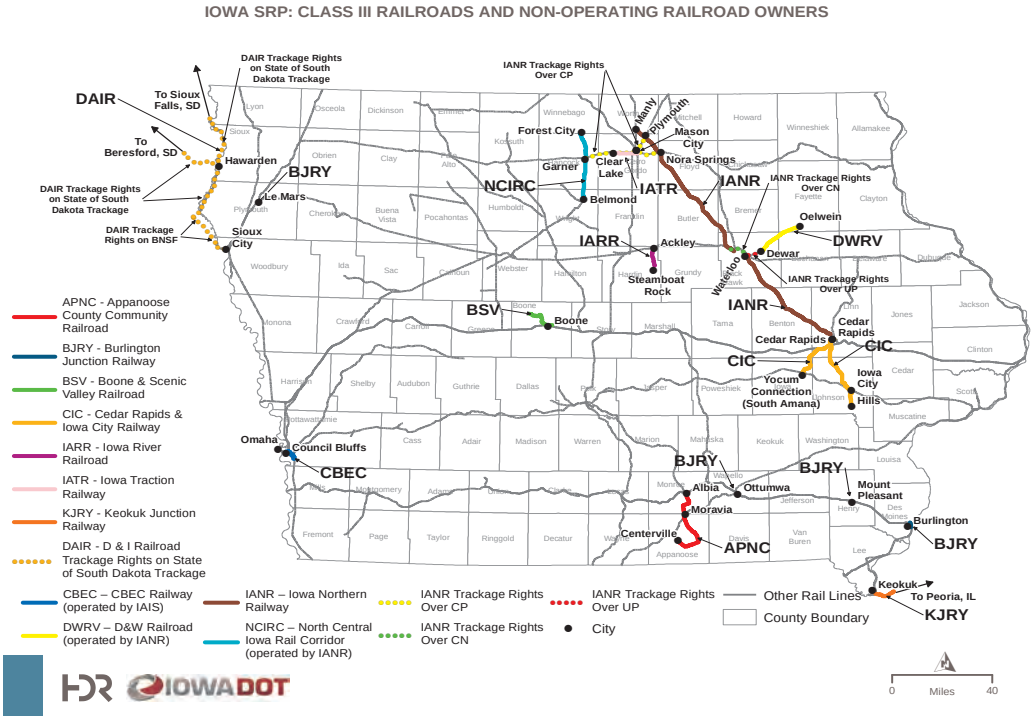
Source: IAIS, CIC, and Iowa DOT

A.4 Class III Railroads in Iowa

The section identifies and describes Iowa's 11 Class III (or short line) railroads. Nine of these Class III railroads currently provide railroad service, while two others contract out with another Class II or Class III railroad to provide rail service. Included is a data sheet for the Class III railroads providing railroad service, showing such details as ownership, miles owned and operated, physical characteristics of rail lines, commodities and carloads handled, connections with other railroads, potential improvement needs, and more. In 2015, the Class III railroads currently providing railroad service were asked to confirm the data appearing in the data sheets and to provide additional input, as appropriate. Eight of the nine Class III railroads providing rail service in Iowa participated. No physical inspections of Iowa's Class III railroads were conducted during development of the Iowa State Rail Plan.

Figure A.8 below identifies the networks of the state's Class III railroads described in this section, and also identifies non-operating railroad owners that will be described in Appendix A.5.

Figure A.8: Iowa's Class III Railroads and Non-Operating Railroad Owners



Source: HDR and Iowa DOT

Each of the railroads identified above are described in this section.

A.4.1 Appanoose County Community Railroad (APNC)

The Appanoose County Community Railroad (APNC) is a Class III railroad headquartered in Centerville, Iowa. The APNC was established by the town of Centerville, Iowa, in 1983 to preserve rail service in Appanoose County. Today, APNC owns and operates segments of former Chicago, Burlington & Quincy Railroad; Chicago, Rock Island & Pacific Railroad; and Wabash Railroad trackage that form a continuous, J-shaped route from Centerville to Moravia and Albia, Iowa. APNC operates 35 miles of railroad in Iowa.

Table A.16 below includes a datasheet for APNC identifying additional details and operating and physical characteristics of the APNC network in Iowa.

Table A.16: APNC Datasheet

RAILROAD:	APPANOOSE COUNTY COMMUNITY RAILROAD						
Alpha Code:	APNC						
Operator:	APNC						
Parent Company:							
Contact:	Heather Clark						
Phone:	(641) 437-7029						
Email:	apncrr@iowatelecom.net						
Company Website:	N/A						
SERVICE AREA							
Counties in Iowa:	Appanoose and Monroe						
Principal Stations in Iowa:	Centerville, Albia						
RAIL TRAFFIC							
Principal Commodities:	Transportation machinery, chemical and allied products Products, and scrap						
Annual Carloads in Iowa (2014):	574 (APNC system is entirely within Iowa)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Centerville - Albia	35	35	0	35	0	0	0-1
Total	35	35	0	35	0	0	
TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)							
FRA Track Class:	Class 2						
Operating Speed:	15 mph						
Signal System:	None						
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	0.05 GTM						
Weight Limits:	268,000 lbs.						
Vertical Clearance and Restrictions:	Unknown						
FRA Excepted Track:	Unknown						
INTERCHANGE POINTS							
Location:				**Railroad:**			

Moravia	CP
Albia	BNSF, NS
FACILITIES	
Type:	**Location:**
Classification Yards	Albia
Transload Facility	None
Intermodal Facility	None
Mechanical Facility	None
BRIDGES	
Number of Bridges on APNC in Iowa:	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**
Location:	
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated Costs, if known:**
APNC Project (completed 2015) — included rehabilitation of existing mainline track and one bridge, installation of one switch, and construction of 1,365 feet of track.	$906,139 (Funding provided by Federal SAFETEA-LU Earmark Grant)
FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
OTHER COMMENTS	
Identification:	**Description:**

Source: APNC and Iowa DOT

A.4.2 Boone & Scenic Valley Railroad (BSV)

The Boone and Scenic Valley Railroad (BSV) is a Class III railroad based in Boone, Iowa. B&SV passenger rail operations began in 1983 when it acquired 12 miles of former Fort Dodge, Des Moines & Southern Railroad (FDDM&S) trackage between Boone and Wolf, Iowa, from the Chicago & North Western Railway (C&NW). In 2001, B&SV acquired an additional 2 miles of former FDDM&S and C&NW trackage in Boone, Iowa, from UP, and began offering freight service only on that segment to serve an industrial park. Today, the Boone-Wolf segment is for passenger service of the Boone & Scenic Valley Railroad and Museum only.

Table A.17 below includes a datasheet for BSV identifying additional details and operating and physical characteristics of the BSV freight network in Iowa, excluding the portion from Boone to Wolf, Iowa, that is operated only as tourist passenger railroad.

Table A.17: BSV Datasheet

RAILROAD:	BOONE & SCENIC VALLEY RAILROAD
Alpha Code:	BSV

Operator:	BSV
Parent Company:	
Contact:	
Phone:	
Email:	info@bsvrr.com
Company Website:	http://www.bsvrr.com/index.html
SERVICE AREA	
Counties in Iowa:	Boone
Principal Stations in Iowa:	Boone
RAIL TRAFFIC	
Principal Commodities:	Food and kindred products
Annual Carloads in Iowa (2014):	84 (BSV system is entirely within Iowa)

IOWA ROUTE MILES

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per day
Boone, Iowa	2	2	0	2	0	0	0-1
Total	2	2	0	2	0	0	

TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)	
FRA Track Class:	Class 1
Operating Speed:	10 mph
Signal System:	None
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	0.01 GTM
Weight Limits:	268,000 lbs.
Vertical Clearance and Restrictions:	Unknown
FRA Excepted Track:	Unknown

INTERCHANGE POINTS	
Location:	**Railroad:**
Boone	UP

FACILITIES	
Type:	**Location:**
Classification Yards	Boone
Transload Facility	None
Intermodal Facility	None
Mechanical Facility	Boone

BRIDGES	
Number of Bridges on BSV in Iowa:	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**

PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**

FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	Estimated Costs, if known:
FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
OTHER COMMENTS	
Identification:	**Description:**

Source: BSV and Iowa DOT

A.4.3 Burlington Junction Railway (BJRY)

The Burlington Junction Railway (BJRY) is a Class III railroad headquartered in Burlington, Iowa. The BJRY was established in 1985 to provide rail service over former Chicago, Rock Island & Pacific Railroad trackage in Burlington, Iowa, and commodity transloading services. BJRY subsequently expanded its rail switching and commodity transloading services to additional locations in Mount Pleasant, Ottumwa, and Le Mars, Iowa, as well as at other locations in Illinois and Missouri. BJRY operates approximately 6 miles of railroad in Iowa.

Table A.18 below includes a datasheet for BJRY identifying additional details and operating and physical characteristics of the BJRY network in Iowa.

Table A.18: BJRY Datasheet

RAILROAD:	BURLINGTON JUNCTION RAILWAY						
Alpha Code:	BJRY						
Operator:	BJRY						
Parent Company:							
Contact:	Andrew Hoth						
Phone:	(319) 753-6157						
Email:	hothlaw@mchsi.com						
Company Website:	www.bjryrail.com						
SERVICE AREA							
Counties in Iowa:	Des Moines, Henry, and Wapello						
Principal Stations in Iowa:	Burlington, Mount Pleasant, and Ottumwa						
RAIL TRAFFIC							
Principal Commodities:	Food and Kindred Products, Chemical and Allied Products, Farm Products, Lumber and Paper.						
Annual Carloads in Iowa (2014):	3,485 (in Iowa)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Burlington	3	3	0	3	0	0	0-1

Mount Pleasant	1	1	0	1	0	0	0-1
Ottumwa	1	1	0	1	0	0	0-1
Le Mars	1	1	0	1	0	0	0-1
Total	6	6	0	6	0	0	

TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)	
FRA Track Class:	Class 1
Operating Speed:	10 mph
Signal System:	None
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	Under 1.0 GTM
Weight Limits:	286,000 lbs.
Vertical Clearance and Restrictions:	Unknown
FRA Excepted Track:	Unknown

INTERCHANGE POINTS	
Location:	**Railroad:**
Burlington	BNSF
Mount Pleasant	BNSF
Ottumwa	BNSF
Le Mars	CN

FACILITIES	
Type:	**Location:**
Classification Yards	Boone
Transload Facility	None
Intermodal Facility	None
Mechanical Facility	Boone

BRIDGES	
Number of Bridges on BJRY in Iowa:	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**

PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**

FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated Costs, if known:**

FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**

OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**

OTHER COMMENTS	
Identification:	**Description:**

Source: BJRY and Iowa DOT

A.4.4 CBEC Railway (CBEC)

The CBEC Railway (CBEC) was established in 1992 as a wholly owned subsidiary of MidAmerican Energy in Council Bluffs, Iowa. The CBEC network was built in 1997 and consists of 6 miles of trackage in the Council Bluffs area and is used primarily to provide coal to a utility plant at the Council Bluffs Energy Center. IAIS operates and maintains the CBEC. BNSF and UP have operating rights over CBEC. Today, CBEC is owned by Corn Belt Power Cooperative and the Central Iowa Power Cooperative[2]. Details about the operating and physical characteristics of the CBEC network in Iowa can be found in the IAIS section presented earlier in Appendix A.3.

A.4.5 Cedar Rapids & Iowa City Railway (CIC)

The Cedar Rapids & Iowa City Railway (CIC) — more commonly referred to as the CRANDIC — is a Class III railroad owned by Alliant Energy and is based in Cedar Rapids, Iowa. The CIC was established as an electric railroad and began providing service between Cedar Rapids and Iowa City, Iowa, in 1904. The railroad subsequently dieselized its operations in the 1950s and later expanded its freight railroad network in the area considerably, mostly via the acquisitions of former Chicago, Rock Island & Pacific Railroad trackage between Iowa City and Hills, Iowa, and former Chicago, Milwaukee, St. Paul & Pacific Railroad trackage between Cedar Rapids and near Yocum Connection (South Amana), Iowa, during 1980-1982. CIC owns 57 miles of railroad in Iowa.

Table A.19 below includes a datasheet for CIC identifying additional details and operating and physical characteristics of the CIC network in Iowa.

Table A.19: CIC Datasheet

RAILROAD:	CEDAR RAPIDS & IOWA CITY RAILWAY						
Alpha Code:	CIC						
Operator:	CIC						
Parent Company:	Alliant Energy						
Contact:	Kevin Burke						
Phone:	(319) 786-3698						
Email:	kevinburke@alliantenergy.com						
Company Website:	www.crandic.com						
SERVICE AREA							
Counties in Iowa:	Linn, Johnson, Benton, and Iowa						
Principal Stations in Iowa:	Cedar Rapids, Iowa City, North Liberty						
RAIL TRAFFIC							
Principal Commodities:	Corn, coal, denatured ethanol, dried distillers grain, corn starch, corn syrup, corn gluten feed, corn gluten meal, soybean meal, soybean oil, and pulpboard						
Annual Carloads in Iowa (2014):	99,128 (CIC system is entirely within Iowa)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**

2 *http://www.cbpower.coop/aspx/News.aspx?NewsID=1945*

Cedar Rapids, Iowa-Hills, Iowa (CIC Division 2)	33	25	0	33 (Note: The 8-mile Iowa City-Hills segment is leased to IAIS as its Hills Industrial Lead. CIC is anticipated to resume operations of the trackage between Iowa City and Hills with the expiration of the IAIS lease in October 2016.)	0	0	0-1 CIC
Cedar Rapids, Iowa-Yocum Connection, Iowa (CIC Division 4)	22	22	0	22 (Note: 18 miles of segment is dispatched by the IAIS as the IAIS Cedar Rapids Subdivision)	0	0	0-1 CIC 4 IAIS
Other Main Track Segment in Cedar Rapids, Iowa	2	2	0	2	0	0	10-12 CIC
Total	57	49	0	57	0	0	

TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)	
FRA Track Class:	Class 1 / Class 2 (varies by segment)
Operating Speed:	• 10 mph (FRA Track Class 1) • 25 mph (FRA Track Class 2)
Signal System:	None
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	• 0.01 GTM CIC (Cedar Rapids, Iowa-Iowa City, Iowa) • 0.04 GTM CIC / 8.98 GTM IAIS (Cedar Rapids, Iowa-Yocum Connection, Iowa)
Weight Limits:	286,000 lbs. (systemwide), except for 263,000 lbs. (Iowa City, Iowa-Hills, Iowa; trackage on this segment operated by IAIS under a lease agreement)
Vertical Clearance and Restrictions:	N/A
FRA Excepted Track:	N/A

INTERCHANGE POINTS	
Location:	**Railroad:**
Cedar Rapids	CN, UP, IAIS, IANR
Iowa City	IAIS
Yocum Connection (South Amana)	IAIS

FACILITIES	
Type:	**Location:**

Classification Yards	• CRANDIC Yard (Shops Yard) — Cedar Rapids • Smith-Dows Yard — Cedar Rapids • Other Industrial Yards — Cedar Rapids
Transload Facility	Cedar Rapids
Intermodal Facility	None
Mechanical Facility	Cedar Rapids
BRIDGES	
Number of Bridges on CIC in Iowa: 40	**Number of Bridges in Need of Repair: 4**
Number of Bridges in Need of Upgrade to Handle 286K Loads: 0	**Other Bridge Comments, if applicable: N/A**
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
26th Street to Edgewood Road — Cedar Rapids	Double track main to ease congestion
Interchange Track 953 — Cedar Rapids	Additional interchange track with IAIS
OR Bypass Interchange Track- Cedar Rapids	Unit train receiving track for CN, IANR
FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated Costs, if known:**
N/A	
FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**
Cedar Rapids Team Track Expansion / Transload Facility — CRANDIC desires to relocate and expand its transload and team track facilities to offer weather-protected and bulk transload options near Edgewood Road and U.S. Highway 30 in southwest Cedar Rapids.	$4.2 Million
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
DuPont Rail Spur	$1.7 Million
OTHER COMMENTS	
Identification:	**Description:**

Source: CIC and Iowa DOT

A.4.6 D&I Railroad (DAIR)

The D&I Railroad (DAIR) is a Class III railroad based in Sioux Falls, South Dakota, and is owned by aggregate producer L.G. Everist. DAIR was established in 1981, and its principal route is from Sioux City, Iowa, to Hawarden, Iowa, and Sioux Falls and Dell Rapids, South Dakota. The segments of DAIR's network in Iowa consist almost entirely of operating or trackage rights over former lines of the Chicago, Milwaukee, St. Paul & Pacific Railroad (CMStP&P), which retrenched from much of Iowa and South Dakota in 1980, and was acquired by other entities as a means of preserving rail service to the region.

DAIR has trackage rights over a line operated by the BNSF Railway between Sioux City, Iowa, and Elk Point, South Dakota, and operating rights over the state of South Dakota owned trackage between Elk Point and Canton, South Dakota, via Hawarden, Iowa. DAIR also operates over a branch line consisting of former Chicago & North Western Railway (C&NW) trackage that is now owned by the state of South Dakota between Hawarden, Iowa, and Beresford, South Dakota. The state of South Dakota-owned trackage is known as the Sioux Valley Line cluster and it is leased to the Sioux Valley Regional Railroad Authority (SVRRA) and DAIR is SVRRA's designated operator. DAIR designates the segment between Elk Point and Canton, South Dakota, via Hawarden, Iowa, as its Hawarden Subdivision and the segment between Hawarden, Iowa, and Beresford,

South Dakota, as its Beresford Subdivision. DAIR operates over approximately 42 route miles in Iowa.

Table A.20 below includes a datasheet for DAIR identifying additional details and operating and physical characteristics of the DAIR network in Iowa.

Table A.20: DAIR Datasheet

RAILROAD:	D & I RAILROAD						
Alpha Code:	DAIR						
Operator:	DAIR						
Parent Company:	L.G. Everist						
Contact:	Jack Parliament						
Phone:	(605) 330-6588						
Email:	jdparliament@lgeverist.com						
Company Website:	www.dirailroad.com						
SERVICE AREA							
Counties in Iowa:	Woodbury, Plymouth, Sioux, and Lyon						
Principal Stations in Iowa:	Sioux City, Hawarden						
RAIL TRAFFIC							
Principal Commodities:	Nonmetallic Minerals; Stone, Clay, and Glass Products; Farm Products; and Hazardous Materials						
Annual Carloads in Iowa (2014):	34,291 (DAIR system); 14,452 (in Iowa)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Sioux City, Iowa-Iowa / South Dakota state line near North Sioux City, South Dakota	7	7	0	0	0	7 (over BNSF Aberdeen Subdivision)	2-4 (DAIR only)
DAIR Hawarden Subdivision — State of South Dakota Sioux Valley Line (Segments in Iowa between the Iowa / South Dakota state line near Westfield, Iowa, and the Iowa / South Dakota state line near Beloit, Iowa)	34	34	0	0	0	34 (over State of South Dakota owned trackage)	2-4 (DAIR only)
DAIR Beresford Subdivision — State of South Dakota Sioux Valley Line (Segment in Iowa between Hawarden, Iowa-Iowa / South Dakota state line at Hawarden, Iowa)	1	1	0	0	0	1 (over State of South Dakota owned trackage)	0-1 (DAIR only)
Total	42	42	0	0	0	42	
TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)							
FRA Track Class:	Class 2 (on the DAIR Hawarden and Beresford subdivisions)						

Operating Speed:	Restricted Speed — RS (20 mph) on the DAIR Hawarden and Beresford subdivisions
Signal System:	None
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	• 2.12 GTM DAIR (BNSF Aberdeen Subdivision: Sioux City, Iowa-Iowa / South Dakota state line near North Sioux City, South Dakota) • 2.12 GTM DAIR (DAIR Hawarden Subdivision: Iowa / South Dakota state line near Westfield, Iowa-Hawarden, Iowa) • 1.57 GTM DAIR (DAIR Hawarden Subdivision: Hawarden, Iowa-Iowa / South Dakota state line near Beloit, Iowa) • 0.01 GTM DAIR (DAIR Beresford Subdivision: Hawarden, Iowa-Iowa / South Dakota state line near Hawarden, Iowa)
Weight Limits:	• 286,000 lbs. (DAIR Hawarden Subdivision in Iowa) • 286,000 lbs. (DAIR Beresford Subdivision in Iowa)
Vertical Clearance and Restrictions:	Unknown
FRA Excepted Track:	Unknown

INTERCHANGE POINTS	
Location:	**Railroad:**
Sioux City	BNSF, CN, UP

FACILITIES	
Type:	**Location:**
Classification Yards	Sioux City
Transload Facility	Sioux City, Hawarden
Intermodal Facility	None
Mechanical Facility	Dell Rapids (South Dakota)

BRIDGES	
Number of Bridges on DAIR in Iowa: Unknown	**Number of Bridges in Need of Repair: Unknown**
Number of Bridges in Need of Upgrade to Handle 286K Loads: N/A	**Other Bridge Comments, if applicable: N/A**

PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
Sioux City Terminal Area; Sioux City, Iowa	Operations bottleneck exists where the four railroads in Sioux City (BNSF, CN, DAIR, and UP) intersect at a major at-grade crossing of rail lines where trains operate at slow speeds in a terminal environment. Carload interchange between the carriers can be a challenge, as there are presently no designated interchange locations and many of the carriers must operate into each other's yards to interchange cars.

FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated Costs, if known:**
Sioux Valley Line Repair Project (2015-2016): Will replace nine bridges mostly of timber construction on the state of South Dakota owned DAIR Hawarden Subdivision (as of November 2015, five of the nine bridge replacments were complete).	$7.3 million (funded by $5.1 million in grants and loans from the state of South Dakota Railroad Board, a $1.8 million federal grant, $300,00 from DAIR, and a $100,000 grant from the South Dakota Department of Transportation)

FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**

OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS

Identification and Description:	Estimated costs, if known:
Improvements to operations and carload interchange in the Sioux City Terminal Area; Sioux City, Iowa	N/A
OTHER COMMENTS	
Identification:	**Description:**

Source: DAIR and Iowa DOT

A.4.7 D&W Railroad (DWRV)

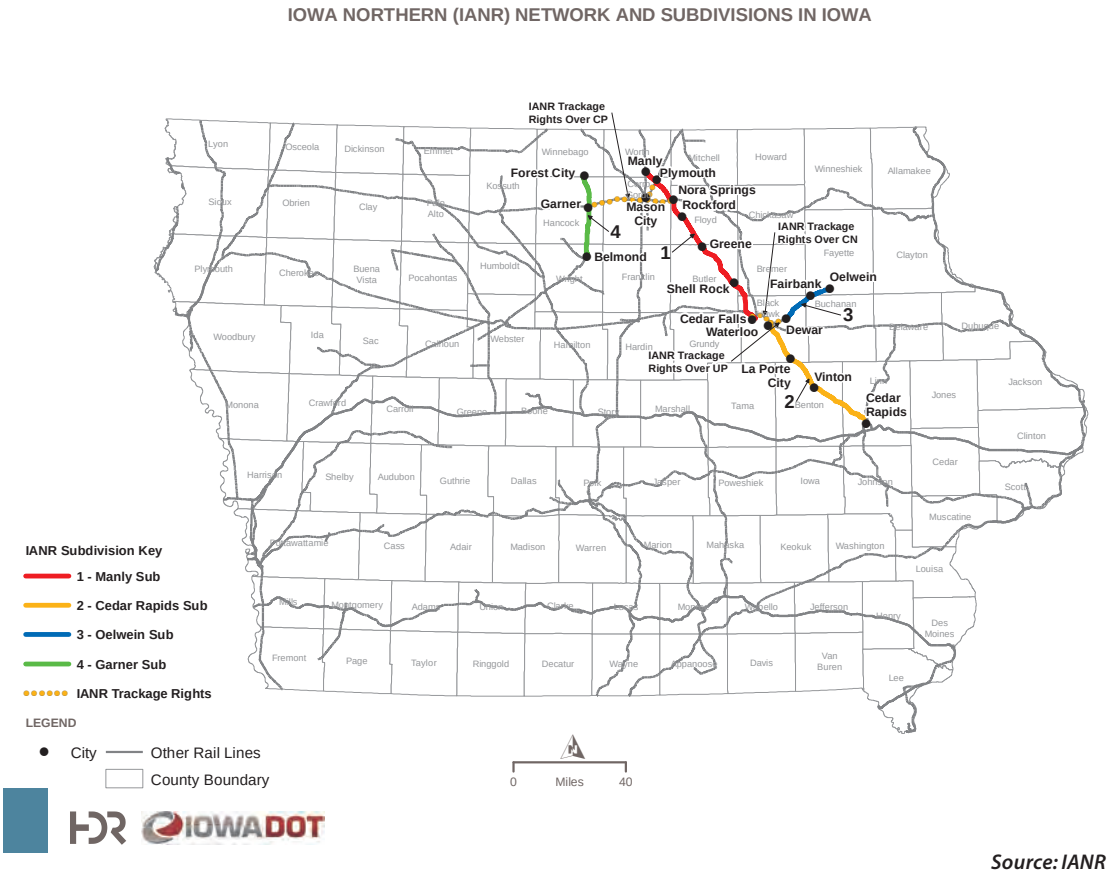
The D&W Railroad (DWRV) was established by TRANSCO Railway Products in 2002 to acquire from UP 19 miles of former Chicago Great Western Railway trackage between Dewar and Oelwein, Iowa, in order to preserve rail service in three Iowa counties. DWRV is based in Chicago, Illinois. DWRV later added 3 miles to its network at Oelwein. TRANSCO remains the parent company of DWRV. IANR operates the 22-mile railroad through an agreement with DWRV and the line between Dewar and Oelwein is designated as the IANR Oelwein Subdivision. Details about the operating and physical characteristics of the DWRV network in Iowa can be found in the IANR section presented below.

A.4.8 Iowa Northern Railway (IANR)

Iowa Northern Railway (IANR), based in Cedar Rapids and Manly, Iowa, is the state's largest Class III railroad and it operates a regional network consisting of approximately 167 miles of railroad it owns, leases, and operates under contract, all in Iowa. IANR was established in 1984 to provide operations over former Chicago, Rock Island & Pacific Railroad trackage and to preserve rail service in seven Iowa counties. That included a principal route of the former CRI&P from Manly, Iowa, to Waterloo and Cedar Rapids, Iowa, and a branch line from Vinton to Dysart, Iowa (this segment was mostly abandoned in 1994). The present IANR management team assumed control of the railroad in 1994. Today, in addition to the principal line segment between Manly and Cedar Rapids (consisting of the Manly and Cedar Rapids subdivisions), IANR has trackage rights over CP and UP to access isolated lines between Belmond and Forest City, Iowa (owned by the North Central Iowa Rail Corridor and operated by IANR as its Garner Subdivision), and between Dewar (Waterloo) and Oelwein, Iowa (owned by DWRV and operated by IANR as its Oelwein Subdivision), respectively.

Figure A.9 below shows IANR's present network and operating subdivisions, which are described in detail later in this section.

Figure A.9: IANR Network and Subdivisions in Iowa



Source: IANR and HDR

Table A.21 below includes a datasheet for IANR identifying additional details and physical and operating characteristics of the IANR network in Iowa.

Table A.21: IANR Datasheet

RAILROAD:	IOWA NORTHERN RAILWAY
Alpha Code:	IANR
Operator:	IANR
Parent Company:	IANR
Contact:	Daniel R. Sabin
Phone:	(319) 297-6000
Email:	no17eng654@aol.com
Company Website:	www.iowanorthern.com
SERVICE AREA	
Counties in Iowa:	Linn, Benton, Black Hawk, Bremer, Buchanan, Fayette, Butler, Floyd, Cerro Gordo, Worth, Wright, Hancock, and Winnebago
Principal Stations in Iowa:	Manly, Waterloo, Cedar Rapids
RAIL TRAFFIC	
Principal Commodities:	Farm products, hazardous commodities, chemical and allied products, food and kindred products, and machinery
Annual Carloads in Iowa (2014):	19,168 carloads originated; 2,318 carloads terminated; and 14,552 carloads of overhead traffic = 36,038 total carloads (IANR system is entirely within Iowa)

IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Manly Junction, Iowa-Cedar Falls Junction, Iowa	67	67	0	67	0	0	2 - 4
Cedar Falls Junction, Iowa-Waterloo, Iowa	9	9	0	0	0	09 (On CN Waterloo Subdivision and CN North Waterloo Industrial Lead)	2 - 4
Waterloo, Iowa-Dewar, Iowa	7	7	0	0	0	7 (On UP Waterloo Industrial Lead)	2
Waterloo, Iowa-Cedar Rapids, Iowa	50	50	0	50	0	0	2
Cedar Rapids, Iowa	4	4	0	0	0	4 (On UP Cedar Rapids Industrial Lead — UP North Yard Lead)	2
Dewar, Iowa-Oelwein, Iowa	22	22	0	0	22 (From D&W Railroad [DWRV])	0	2
Plymouth, Iowa-Mason City, Iowa	9	9	0	0	0	9 (On CP Owatonna Subdivision)	0 - 2
Nora Springs, Iowa-Garner, Iowa	31	31	0	0	0	31 (On CP Mason City and Sheldon subdivisions)	0 - 2
Belmond, Iowa-Forest City, Iowa	28	28	0	0	28 (From North Central Iowa Rail Corridor)	0	0 - 2
Total	227	227	0	117	50	60	

TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)	
FRA Track Class:	• Class 2 (Manly, Iowa-Cedar Falls Junction, Iowa) • Class 2 (Waterloo, Iowa-Cedar Rapids, Iowa) • Class 1 (Dewar, Iowa-Oelwein, Iowa) • Class 1 (Belmond, Iowa-Forest City, Iowa)

Operating Speed:	• 25 mph (FRA Track Class 2) • 10 mph (FRA Track Class 1)
Signal System:	None
Line Density (2014) in Annual Gross Tons per Mile (in Millions):	• 0.98 GTM (Manly, Iowa-Nora Springs, Iowa) • 2.14 GTM (Nora Springs, Iowa-Cedar Falls Junction, Iowa) • 2.94 GTM (Waterloo, Iowa-Cedar Rapids, Iowa) • 0.58 GTM (Dewar, Iowa-Oelwein, Iowa) • 0.02 GTM (Belmond, Iowa-Forest City, Iowa

Line Density (2014): (From Iowa Railroad Annual Report Schedule 600)

LINE NO.	FROM STATION	M.P.	TO STATION	M.P.	MILES	WEIGHT CARRIED
1	MANLY	224.9	NORA SPRINGS	211.7	13.7	13,510,562
2	BELMOND	48.2	FOREST CITY	75.1	26.9	319,348
3	NORA SPRINGS	211.2	WATERLOO	150.25	60.95	114,496,512
4	DEWAR	332	OELWEIN	351.2	19.2	12,023,102
5	WATERLOO	150.25	CEDAR RAPIDS	100.1	50.15	159,358,986
			SYSTEM TOTALS		**170.9**	**~ 300,158,509**

Weight Limits:	• 286,000 lbs. (Manly, Iowa-Plymouth Junction, Iowa) • 263,000 lbs. (Plymouth Junction, Iowa— Nora Springs Iowa); 286,000 lbs. with special approval from IANR Engineering Department • 286,000 lbs. (Nora Springs Iowa-Cedar Falls Junction, Iowa) • 286,000 lbs. (Waterloo, Iowa-Cedar Rapids, Iowa) • 268,000 lbs. (Dewar, Iowa-Oelwein, Iowa) • 263,000 lbs. (Belmond, Iowa-Forest City, Iowa)
Vertical Clearance and Restrictions:	See operating subdivision tables below
FRA Excepted Track:	See operating subdivision tables below

INTERCHANGE POINTS

Location:	**Railroad:**
Cedar Rapids	CIC, CN, UP
Waterloo	CN, UP
Nora Springs	CP
Plymouth	CP
Manly	UP
Garner	CP (Connection Only — No Interchange Agreement)
Belmond	UP (Connection Only — No Interchange Agreement)

FACILITIES

Type:	**Location:**
Classification Yards	Manly (Manly Yard), Butler (Butler Yard), Waterloo (Bryant Yard),
Transload Facility	Manly Terminal (Manly), Butler (Butler Yard), Bryant Yard (Waterloo)
Intermodal Facility	None
Mechanical Facility	Manly and Waterloo

BRIDGES

Number of Bridges on IANR in Iowa: (IANR = 77) (DWRV = 11)	**Number of Bridges in Need of Repair:** (IANR = 12) (DWRV = 4)

Number of Bridges in Need of Upgrade to Handle 286K Loads: (IANR = 5 - Garner Sub) (DWRV = 0)	**Other Bridge Comments, if applicable:** The 16 bridges noted above reflects current year bridge management plan.
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
Bryant Yard — Waterloo	Convergence of traffic from three subdivisions results in insufficient classification space.
Nora Springs — CP Interchange Traffic	Increased volumes of IANR/CP interchange traffic results in insufficient track capacity.
FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Iden**tification and Description:**	**Estimated Costs, if known:**
Bridge Deck Replacement Program	$395,500
Butler — North Lead	$286,000
FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**
System Main Track Tie Program	$1.5 Million
La Porte City Main and Industry Track Upgrades	$750,000
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
N/A	
OTHER COMMENTS	
Identification:	**Description:**
N/A	

Source: IANR and Iowa DOT

Table A.22 below identifies and describes the physical and operating characteristics of IANR's operating subdivisions in Iowa.

Table A.22: IANR Operating Subdivisions in Iowa

SUBDIVISION: MANLY SUBDIVISION	
Division	IANR
Owner	IANR
Operator	IANR
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Manly Junction, Iowa-Cedar Falls Junction, Iowa; 67.3 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	30 mph passenger
Wayside Signals	None
Method of Operation	• Yard Limits (YL) Manly, Iowa-Reindl, Iowa • Track Warrant Control (TWC) Reindl, Iowa-Cedar Falls Junction, Iowa
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double-stack capable; Clears Plate H 20'-9" (Manly, Iowa-Cedar Falls Junction, Iowa)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	• 0.98 GTM (Manly-Nora Springs) • 2.14 GTM (Manly-Cedar Falls Junction)

Average Number of Trains per Day	2-4
Commodities Transported	Farm products, hazardous commodities, chemical and allied products, and food and kindred products.
Industrial Spurs	• Bristow Spur: Clarksville, Iowa; approximately 1.7 miles (former Chicago Great Western Railway); 286,000 lbs. maximum allowable gross weight • Cedar Falls Spur: Cedar Falls Junction, Iowa-Cedar Falls, Iowa; approximately 1.8 miles (former Chicago, Rock Island & Pacific Railroad); 286,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: CEDAR RAPIDS SUBDIVISION	
Division	IANR
Owner	IANR
Operator	IANR
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Waterloo, Iowa-Cedar Rapids, Iowa; 50.2 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	30 mph passenger
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double-stack capable; Clears Plate H 20'-9" (Waterloo, Iowa-Cedar Rapids, Iowa)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	2.94 GTM (Waterloo-Cedar Rapids)
Average Number of Trains per Day	2
Commodities Transported	Farm products, hazardous commodities, chemical and allied products, and food and kindred products.
Industrial Spurs	• Dysart Spur: Vinton, Iowa; approximately 1.2 miles (former Chicago, Rock Island & Pacific Railroad); 286,000 lbs. maximum allowable gross weight • FPL Spur: Palo, Iowa; approximately 2.7 miles; 286,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

SUBDIVISION: OELWEIN SUBDIVISION	
Division	IANR
Owner	D&W Railroad (DWRV)
Operator	IANR
Line Heritage	Chicago Great Western Railway (CGW)
Subdivision Route / Mileage	Dewar, Iowa-Oelwein, Iowa; 22.0 miles
FRA Track Class	Class 1
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	10 mph freight
Maximum Authorized Speed Passenger	N/A

Wayside Signals	None
Method of Operation	• Track Warrant Control (TWC) Dewar, Iowa-Oelwein, Iowa • Yard Limits (YL) at Oelwein, Iowa
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Clears Plate H 20' 9" Above Top of Rail (Dewar, Iowa-Oelwein, Iowa)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	0.58 GTM (Dewar-Oelwein)
Average Number of Trains per Day	2
Commodities Transported	Farm products, hazardous commodities, chemical and allied products, and food and kindred products.
Industrial Spurs	None
FRA Excepted Track	None

SUBDIVISION: GARNER SUBDIVISION	
Division	IANR
Owner	North Central Iowa Rail Corridor (NCIRC)
Operator	IANR
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route / Mileage	Belmond, Iowa-Forest City, Iowa; 27.9 miles
FRA Track Class	Class 1
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	10 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	• Track Warrant Control (TWC) Belmond, Iowa-Garner, Iowa • Yard Limits (YL) Garner, Iowa • Track Warrant Control (TWC) Garner, Iowa-Forest City, Iowa
Maximum Allowable Gross Weight	263,000 lbs.
Clearances	21' 0" Above Top of Rail (Belmond, Iowa-Forest City, Iowa)
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions)	0.02 GTM (Belmond-Forest City)
Average Number of Trains per Day	0-2
Commodities Transported	Farm products, hazardous commodities, chemical and allied products, and food and kindred products.
Industrial Spurs	Forest City Spur: Forest City, Iowa; approximately 1.5 miles (former Minneapolis & St. Louis Railway); 263,000 lbs. maximum allowable gross weight
FRA Excepted Track	None

Source: IANR and Iowa DOT

A.4.9 Iowa River Railroad (IARR)

The Iowa River Railroad (IARR) is a Class III railroad based in Steamboat Rock, Iowa. IARR was established in 2006 to operate former Minneapolis & St. Louis Railway trackage acquired from UP between Marshalltown and Steamboat Rock, Iowa, and from the North Central Railway Association (NCRA) between Steamboat Rock and Ackley, Iowa. IARR abandoned the Marshalltown-Steamboat Rock segment in 2012. Today, IARR operates over the 9-mile segment between Steamboat Rock and Ackley and is used primarily to serve an ethanol plant near Steamboat Rock.

Table A.23 below includes a datasheet for IARR identifying additional details and operating and physical characteristics of the IARR network in Iowa.

Table A.23: IARR Datasheet

RAILROAD:	IOWA RIVER RAILROAD						
Alpha Code:	IARR						
Operator:	IARR						
Parent Company:	N/A						
Contact:	Renee Schachterle						
Phone:	(641) 868-2676						
Email:	rschachterle@pinelakecorn.com						
Company Website:	N/A						
SERVICE AREA							
Counties in Iowa:	Hardin						
Principal Stations in Iowa:	Ackley, Steamboat Rock						
RAIL TRAFFIC							
Principal Commodities:	Ethanol and farm products						
Annual Carloads in Iowa (2014):	1,227 (IARR system is entirely within Iowa)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
Ackley-Steamboat Rock	9	9	0	9	0	0	0-1
Total	9	9	0	9	0	0	
TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Signal System:	None						
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	0.11 GTM						
Weight Limits:	265,000 lbs.						
Vertical Clearance and Restrictions:	Unknown						
FRA Excepted Track:	None						
INTERCHANGE POINTS							
Location:	**Railroad:**						
Ackley	CN						
FACILITIES							
Type:	**Location:**						
Classification Yards	None						
Transload Facility	None						
Intermodal Facility	None						
Mechanical Facility	None						
BRIDGES							

Number of Bridges on IARR in Iowa:	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**
PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Ident**ification and Description:**	**Estimated Costs, if known:**
FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**
OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
OTHER COMMENTS	
Identification:	**Description:**

Source: IARR and Iowa DOT

A.4.10 Iowa Traction Railway (IATR)

The Iowa Traction Railway (IATR) is a Class III railroad based in Mason City, Iowa, and one of seven railroads owned and operated by short line railroad conglomerate Progressive Rail of Lakeville, Minnesota. IATR traces its history back to the founding of the Mason City & Clear Lake Railway (MC&CL) in 1896, was acquired by Progressive Rail in 2012, and is the only remaining electrified common carrier freight railroad in Iowa. IATR operates over approximately 10.4 miles of mostly former MC&CL trackage between Mason City and Clear Lake, Iowa.

Table A.24 below includes a datasheet for IATR identifying additional details and operating and physical characteristics of the IATR network in Iowa.

Table A.24: IATR Datasheet

RAILROAD:	IOWA TRACTION RAILWAY
Alpha Code:	IATR
Operator:	IATR
Parent Company:	Progressive Rail
Contact:	Michael Johns
Phone:	(612) 791-3255
Email:	mjohns@progressiverail.com
Company Website:	www.progressiverail.com
SERVICE AREA	
Counties in Iowa:	Cerro Gordo
Principal Stations in Iowa:	Mason City and Clear Lake
RAIL TRAFFIC	
Principal Commodities:	Food and kindred products, farm products, scrap materials, biofuels, and utility poles

Annual Carloads in Iowa (2014):	Carloads in 2013: 4,424 (IATR system is entirely within Iowa) Note: Carload data for 2014 unavailable.

IOWA ROUTE MILES

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per day
Mason City-Clear Lake	10	10	0	10	0	0	0-1
Total	10	10	0	10	0	0	

TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)

FRA Track Class:	Class 1
Operating Speed:	10 mph
Signal System:	None
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	0.25 GTM
Weight Limits:	286,000 lbs.
Vertical Clearance and Restrictions:	19' 6" Above Top of Rail
FRA Excepted Track:	Unknown

INTERCHANGE POINTS

Location:	Railroad:
Mason City	CP, UP

FACILITIES

Type:	Location:
Classification Yards	None
Transload Facility	Mason City, Emery
Intermodal Facility	None
Mechanical Facility	Emery

BRIDGES

Number of Bridges on IATR in Iowa:	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**

PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS

Location:	Description:

FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)

Identification and Description:	Estimated Costs, if known:

FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)

Identification and Description:	Estimated costs, if known:

OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS

Identification and Description:	Estimated costs, if known:

OTHER COMMENTS

Identification:	Description:

Source: IATR and Iowa DOT

A.4.11 Keokuk Junction Railway (KJRY)

The Keokuk Junction Railway (KJRY) is a Class III railroad based in Peoria, Illinois, and one of several railroads owned and operated by short line conglomerate Pioneer Railcorp. of Peoria, Illinois. KJRY was established in 1981 to operate former Chicago, Rock Island & Pacific Railroad trackage at Keokuk, Iowa, and later expanded with the 1986 acquisition from the Atchison, Topeka & Santa Fe Railway of the former Toledo, Peoria & Western Railroad between Keokuk, Iowa, and La Harpe, Illinois (east of Keokuk, Iowa). Subsequent expansions included trackage acquisition from La Harpe to Peoria and Lomax, Illinois, and trackage rights over the BNSF Railway Chillicothe Subdivision between Lomax, Illinois, and Fort Madison, Iowa. KJRY operates 1 mile in Iowa (a segment of the KJRY Iowa Subdivision at Keokuk) and has 3 miles of trackage rights in Iowa.

Table A.25 below includes a datasheet for KJRY identifying additional details and operating and physical characteristics of the KJRY network in Iowa.

Table A.25: KJRY Datasheet

RAILROAD:	KEOKUK JUNCTION RAILWAY						
Alpha Code:	KJRY						
Operator:	KJRY						
Parent Company:	Pioneer Railcorp						
Contact:	Nathan Johns						
Phone:	(309) 697-1400						
Email:	njohns@pioneer-railcorp.com						
Company Website:	www.pioneer-railcorp.com						
SERVICE AREA							
Counties in Iowa:	Lee						
Principal Stations in Iowa:	Keokuk						
RAIL TRAFFIC							
Principal Commodities:	Food and Kindred Products and Farm Products						
Annual Carloads in Iowa (2014):	6,428 (KJRY system in Iowa and Illinois); 3,112 (in Iowa only)						
IOWA ROUTE MILES							
Subdivision or Segment and Limits	**Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Average Number of Trains per day**
KJRY Iowa Subdivision — Keokuk, Iowa — Iowa/Illinois state line at Keokuk, Iowa	1	1	0	1	0	0	0-1
Iowa / Illinois state line at Fort Madison, Iowa — Fort Madison, Iowa	3	3	0	0	0	3 (over BNSF Chillicothe Subdivision)	0
Total	9	9	0	9	0	0	
TRACK CHARACTERISTICS (AS NECESSARY BY LINE SEGMENT)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						

Signal System:	None
Current Traffic Density (2014) in Annual Gross Tons per Mile (in Millions):	Under 1.0 GTM
Weight Limits:	263,000 lbs.
Vertical Clearance and Restrictions:	Unknown
FRA Excepted Track:	None

INTERCHANGE POINTS	
Location:	**Railroad:**
Keokuk	BNSF
Fort Madison	UP

FACILITIES	
Type:	**Location:**
Classification Yards	Keokuk
Transload Facility	Keokuk
Intermodal Facility	None
Mechanical Facility	La Harpe (Illinois)

BRIDGES	
Number of Bridges on KJRY in Iowa: 1	**Number of Bridges in Need of Repair:**
Number of Bridges in Need of Upgrade to Handle 286K Loads:	**Other Bridge Comments, if applicable:**

PRESENT CAPACITY CONSTRAINTS AND OPERATIONAL BOTTLENECKS	
Location:	**Description:**
Keokuk	Limited yard space for storage of primary shippers' private railcars

FUNDED CAPITAL PROJECTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated Costs, if known:**
KJRY Keokuk Yard Enhancements Phase I — Includes rehabilitation of 4 miles of yard tracks and replacement of one switch.	$350,000

FUTURE PLANNED IMPROVEMENTS (INFRASTRUCTURE AND OTHER IMPROVEMENTS)	
Identification and Description:	**Estimated costs, if known:**
KJRY Keokuk Yard Enhancements Phase II — Includes replacement of four yard switches and a rehabilitation of corresponding yard tracks.	$380,000

OTHER IMPROVEMENT AND INFRASTRUCTURE NEEDS (NOT YET FUNDED OR PLANNED), INCLUDING REHABILITATION OR CONSTRUCTION OF SPUR TRACKS FOR INCREASED OR RENEWED USE BY RAIL SHIPPERS	
Identification and Description:	**Estimated costs, if known:**
Keokuk Transload Facility Enhancements	

OTHER COMMENTS	
Identification:	**Description:**

Source: KJRY and Iowa DOT

A.5 Non-Operating Railroad Owners in Iowa

The following two entities own trackage in Iowa that is part of the state rail network, but are considered non-

operators. Each non-operating railroad owner has established an agreement with an operator to provide rail service. The location of these segments within the Iowa rail network was identified previously in Figure A.8 in Appendix A.4 above. The general physical characteristics for the networks of each non-operating railroad owner are included in the discussion for the designated Class III railroad operator of each segment included earlier in Appendix A.4.

A.5.1 North Central Iowa Rail Corridor (NCIRC)

The North Central Iowa Rail Corridor, LLC (NCIRC), based in Forest City, Iowa, was established as a locally owned entity in 2009 to preserve rail service in three Iowa counties. NCIRC acquired approximately 28 miles of former Chicago, Rock Island & Pacific Railroad trackage between Belmond and Forest City, Iowa, from then-owner UP in 2011. The corridor is today privately owned by a consortium of rail shippers, private citizens, and the IANR. Rail service on NCIRC is provided under contract by IANR and the line between Belmond and Forest City is designated as the IANR Garner Subdivision.

A.5.2 State of South Dakota (SD)

The State of South Dakota (SD) is a non-carrier in Iowa. The Chicago, Milwaukee, St. Paul & Pacific Railroad (CMStP&P) retrenched from much of South Dakota and Iowa in 1980. The state of South Dakota acquired the essential components of the CMStP&P network in South Dakota in stages during 1980-1982 to preserve rail service and sustain local economies. Additional essential rail lines owned by other carriers — notably the Chicago & North Western Railway (C&NW) — were also acquired by the state of South Dakota. This growing network included rail lines with connectivity to Iowa and the Iowa rail network. The state of South Dakota subsequently sold the core network of former CMStP&P lines to BNSF in 2005, but retained ownership of approximately 406 miles of active rail lines and approximately 124 miles of railbanked lines in South Dakota, Iowa, and North Dakota[3].

Segments of state of South Dakota owned trackage that feature some mileage in Iowa include the former CMStP&P line between Elk Point and Canton, South Dakota, via Hawarden, Iowa, and the former C&NW line between Hawarden, Iowa, and Beresford, South Dakota. This cluster is known as the Sioux Valley Line, which presently includes approximately 69 route miles, of which approximately 35 miles are located in Iowa[4]. The Sioux Valley Line is currently owned by the state of South Dakota, leased to the Sioux Valley Regional Railroad Authority (SVRRA), and operated by DAIR.

A.6 Industrial Railroads in Iowa

Industrial railroads exist in Iowa that typically provide intraplant and interplant rail switching service to industrial and manufacturing customers and to coordinate and facilitate carload interchange with Class I, II, or III railroads. These small privately owned switching railroads operate over short segments of private industrial track on private property, and exist at many grain elevators, ethanol plants, and other manufacturing and industrial facilities in Iowa. These operations can be owned and operated by the company they serve or can be operated under a contract agreement with an outside party. Due to their classification, the mileage of privately owned industrial track is not included in route-mile calculations of the Iowa rail network. Specific industrial railroad applications and private track ownership in Iowa are not identified in the Iowa State Rail Plan.

A.7 Major Railroad Yards and Facilities in Iowa

The section identifies the location of known major Class I, II, and III railroad yards and facilities in Iowa, including the following:

3 *Official South Dakota Rail Map; South Dakota Department of Transportation, June 2015*
4 *Ibid*

- **Yard/Terminal** — Locations with yards where railcars are switched, classified, and stored and where trains are built and staged. Iowa's principal rail yards are located throughout the state.
- **Freight Car Repair Facilities** — Locations where railcars used for freight transportation may be repaired in Iowa.
- **Locomotive Repair and Servicing Facilities** — Locations where railroad locomotives may be repaired and/or serviced (which may include fueling) in Iowa.

Class I Railroads

Major freight rail yards and facilities of Class I railroads in Iowa, to the extent known through coordination with the state's railroads, are shown in Table A.26 below.

Table A.26: Iowa Class I Railroads Major Freight Rail Yards and Facilities in Iowa

CITY	YARD/TERMINAL	FREIGHT CAR REPAIR FACILITIES	LOCOMOTIVE REPAIR AND/OR SERVICING FACILITIES
Boone	UP (Boone Yard)		UP
Burlington	BNSF		
Cedar Rapids	• CN (A Yard and B Yard) • UP (Beverly Yard and North Yard)	UP	
Clinton	UP (Clinton Yard)	UP	UP
Council Bluffs	• BNSF • CN • UP (Council Bluffs Yard)	UP	UP
Creston	BNSF (Creston Yard)		
Davenport	CP (Nahant Yard)	CP	CP
Des Moines	• BNSF • NS (Glake Yard) • UP (Short Line Yard, Hull Yard, and Highland Yard)	UP	UP
Dubuque	CN, CP		
Eagle Grove	UP	UP	UP
Fort Dodge	CN, UP		
Fort Madison	BNSF		
Marquette	CP		
Marshalltown	UP		
Mason City	CP, UP	CP, UP	CP, UP
Missouri Valley	UP		
Muscatine	CP		
Omaha, Nebraska (opposite Council Bluffs, Iowa)		BNSF	BNSF
Ottumwa	BNSF, CP		
Sioux City	BNSF, CN, UP	BNSF	BNSF
Tara	CN		
Waterloo	CN (Waterloo Yard)	CN	CN

Source: BNSF, CP, NS, UP, Iowa DOT, and Iowa DOT "Iowa Rail Toolkit," October 2014

Class II and Class III Railroads

Major freight rail yards and facilities of Class II and Class III railroads in Iowa, to the extent known through coordination with the state's railroads, are shown in Table A.27 below.

Table A.27: Iowa Class II and III Railroads Major Freight Rail Yards and Facilities in Iowa

CITY	YARD/TERMINAL	FREIGHT CAR REPAIR FACILITIES	LOCOMOTIVE REPAIR AND/OR SERVICING FACILITIES
Boone	BSV		BSV
Burlington	BJRY	BJRY	BJRY
Butler (Shell Rock)	IANR (Butler Yard)		
Cedar Rapids	CIC (Shops Yard, Smith-Dows / 900 Yard, and other industrial yards)	CIC	CIC
Council Bluffs	IAIS (Council Bluffs Yard)	IAIS	IAIS
Emery (Mason City / Clear Lake)	IATR		IATR
Iowa City	IAIS (Iowa City Yard)		
Keokuk	KJRY		
Manly	IANR (Manly Yard)	IANR	IANR
Newton	IAIS (Newton Yard)		
Sioux City	DAIR		
South Amana	IAIS (South Amana Yard)	IAIS	IAIS
Waterloo	IANR (Bryant Yard)	IANR	IANR

Source: BJRY, CIC, DAIR, IAIS, IANR, IARR, IATR, KJRY, Iowa DOT, and Iowa DOT "Iowa Rail Toolkit," October 2014

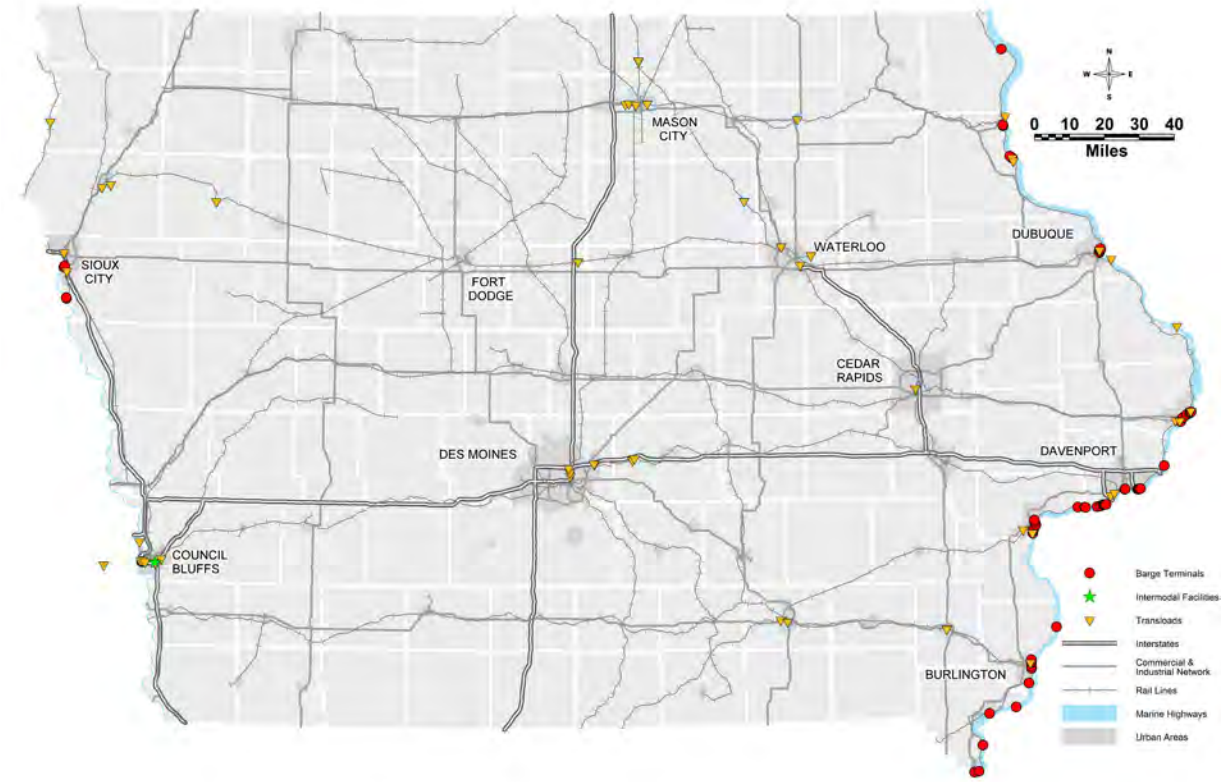
A.8 Multimodal Connections to the Iowa Rail Network

Multimodal connections to the Iowa rail network are the subject of this section and include the following facilities:

- **Rail Intermodal Facility** — Location where the transfer of containers and trailers between road (truck) and rail modes occurs. There is presently one rail intermodal facility in Iowa.
- **Rail Transload Facility** — Other "intermodal" facility location where freight is transferred between two modes of transportation — generally between road (truck) and rail modes. There are several transload facilities on the Iowa rail network. Commonly transloaded commodities include finished and unfinished goods, food and beverage products, lumber, metals, paper, building materials, and other packaged bulk commodities.
- **River Barge Terminal Facility** — Other "intermodal" facility location where freight is transferred between two modes of transportation — rail and barge. Commonly transloaded commodities are bulk commodities, including grains, fertilizer, coal, and sand.

Figure A.10 below shows the distribution of these multimodal connections across the Iowa rail network, which are identified and described by type and location later in this section.

Figure A.10: Map of Multimodal Facilities with Connections to the Iowa Rail Network



Source: Iowa DOT

Rail Intermodal Facilities

Iowa currently has one intermodal freight rail facility — the Council Bluffs Railport — which is located on and operated by Class II railroad Iowa Interstate (IAIS) in Council Bluffs and provides direct access to Class I UP's national network and the IAIS' regional network. This UP/IAIS facility provides an interface between truck and rail transportation modes and handles domestic and international intermodal freight. Iowa's shippers have access to international markets via seaports on the U.S. West Coast. The terminal is capable of handling Container on Flat Car (COFC) and Trailer on Flat Car (TOFC) freight shipments by rail.

According to UP data, the Council Bluffs Railport currently handles domestic and international Container on Flat Car (COFC) shipments. The intermodal service lanes or network corridors over which services are provided and on which shippers at Council Bluffs have access are described below.

Domestic COFC shipments to/from[5]:

- ICTF at Long Beach, California
- Lathrop, California
- Oakland, California
- Seattle, Washington

International COFC shipments to/from international ports on the U.S. West Coast at[6]:

- ICTF at Long Beach, California
- Oakland, California
- Seattle, Washington

5 *Union Pacific Railroad Intermodal Domestic Container Service Matrix; May 25, 2015*
6 *Union Pacific Railroad Intermodal International Service Matrix (Marine Containers Only); June 9, 2015*

IAIS also offers intermodal service between the Council Bluffs Railport and an IAIS intermodal facility in Blue Island (Chicago), Illinois[7].

The location of the Council Bluffs Railport and proximity to local roadways and Interstate Highways 29 and 80 is shown in Figure A.11 below.

Figure A.11: Council Bluffs Railport

Source: Google Earth; October 14, 2014 image

The Council Bluffs Auto Facility, a distribution center where finished automobiles are transferred from railcars to trucks, is located west of the Council Bluffs Railport on the UP at Council Bluffs.

Other UP intermodal facilities located in proximity to Iowa shippers include Chicago (multiple facilities) and Rochelle, Illinois (west of Chicago), and Kansas City, Missouri.

BNSF Railway also currently offers intermodal services to and from the Council Bluffs, Iowa, area via its Omaha Intermodal Facility in Omaha, Nebraska[8]. The facility provides access to BNSF intermodal services east to Chicago, south to Texas, and west to ports on the U.S. West Coast.

Other BNSF intermodal facilities and logistics parks located in close proximity to Iowa shippers include Chicago and Joliet, Illinois; Kansas City, Kansas; and St. Paul, Minnesota.

7 *http://iaisrr.com/ship-with-iais/intermodal/*
8 *http://www.bnsf.com/customers/where-can-i-ship/facility-hours-directions/omaha.html*

Rail Transload Facilities

In its broadest definition, transloading is the process of transferring freight between two modes of transportation; the section refers to instances in which freight is transferred between rail and truck in the state. Transloads located across Iowa — and in close proximity, in the neighboring states of Illinois and Nebraska — provide a variety of services, facilities, and equipment to transfer freight of varying commodity and shipment types. For example, some bulk commodities require augers or blowers to load rail cars, while other commodities use bottom dump and pit facilities to move product from rail to truck or from truck to rail. Some transloads may only consist of a team track, while others may have more extensive facilities and storage capabilities. Some commodities may require warehouse or cross-dock facilities for packaged products. There are many service combinations available at a rail transload location and many logistics service providers are able to customize service for local users in the state based upon specialized freight characteristics. For example, some transloading facilities specialize in refrigerated or frozen goods, which require a cold storage transload and / or warehouse. Additional details about the types and functions of various transloads are described in the Iowa State Freight Plan and the Iowa Rail Toolkit developed by Iowa DOT.

Transload facilities with connections to the Iowa rail network, to the extent known through outreach conducted by Iowa DOT for the companion Iowa State Freight Plan, are identified and described in Table A.28 below.

River Barge Terminal Facilities

Owing to its inland position, Iowa does not have any seaports; however, the state is located on two major inland waterways navigable for trade or commercial transportation purposes. These waterways include the Mississippi River and the Missouri River, which provide nearly 500 miles of navigable waterways serving Iowa and a connection to the Gulf of Mexico[9]. The Mississippi River, which is commercially navigable between Minneapolis, Minnesota, and the Gulf of Mexico near New Orleans, Louisiana, defines Iowa's eastern boundary between New Albin and Keokuk, Iowa. Major Iowa cities on the Mississippi River include Marquette, Dubuque, Clinton, Bettendorf, Davenport, Muscatine, Burlington, Fort Madison, and Keokuk. The Missouri River, which is commercially navigable between Sioux City, Iowa, and its confluence with the Mississippi River at St. Louis, Missouri, defines Iowa's western boundary between Sioux City and Hamburg, Iowa. Major Iowa cities on the Missouri River include Sioux City, Sergeant Bluff, and Council Bluffs. Iowa's freight railroads serve all major Iowa cities identified on the Mississippi and Missouri rivers.

Iowa has 60 river ports or barge terminals — 55 on the Mississippi River and five on the Missouri River[10]. Several of these facilities have multimodal connections to the Iowa rail network, although these connections may or may not be currently active. Some river barge terminals have public access, while others are private terminals. River barge terminals in Iowa with connections to the Iowa rail network, to the extent known through outreach conducted by Iowa DOT during development of the Iowa State Freight Plan, are identified and described in Table A.28 below.

Inventory of Multimodal Facilities with Connections to the Iowa Rail Network

Table A.28 below identifies specific multimodal facilities with connections to the Iowa rail network, to the extent known through outreach undertaken to assemble a state transload inventory by Iowa DOT during development of the Iowa State Freight Plan.

Additional details about the access, services, capabilities, and capacity for each multimodal facility can be found in the Iowa State Freight Plan.

9 *Iowa DOT River Barge Terminal Directory, Revised April 2011*
10 *Ibid*

Table A.28: Inventory of Multimodal Facilities with Connections to the Iowa Rail Network

NAME	CITY	PUBLIC FACILITY	INTERMODAL	TRANSLOAD	CROSS-DOCK	TEAM TRACK	WAREHOUSE	TRUCK TO RAIL	TRUCK TO BARGE	RAIL TO BARGE	KNOWN RAILROAD CONNECTIONS
ADM Terminal Services — Camanche Terminal	Camanche, Iowa	●		●	●		●	●	●	●	BNSF, CP, UP
ADM Terminal Services — Clinton Terminal	Clinton, Iowa	●		●			●	●	●	●	BNSF, CP, UP
BAT Logistics	Council Bluffs, Iowa			●				●			
Big Soo Terminal	Sioux City, Iowa			●				●	●	●	UP
Burlington Junction Railway	Mount Pleasant, Iowa	●		●				●			BJRY, BNSF
Bryant Yard	Waterloo, Iowa	●		●	●		●	●			IANR
Buesing Bulk Transport Inc.	Mason City, Iowa	●									IATR, UP, CP
Burlington Junction Railway	Burlington, Iowa	●		●	●	●	●	●		●	BJRY, BNSF
Burlington Junction Railway	Ottumwa, Iowa	●		●	●	●		●			BJRY, BNSF
Burlington Junction Railway Transload	Le Mars, Iowa	●		●	●	●		●			BJRY, CN
Butler Logistics Park	Shell Rock, Iowa										IANR
CAM II Warehouse	Muscatine, Iowa	●					●	●			CP
Cartersville Elevator Inc.	Mason City, Iowa	●		●				●			CP
Catch-Up Logistics	Davenport, Iowa										CP
Clausen Companies Warehousing	Clinton, Iowa	●		●	●		●	●			UP
Cloverleaf Cold Storage	Cherokee, Iowa	●					●	●			CN
Consolidated Grain and Barge	Clayton, Iowa			●				●		●	CP
Council Bluffs Railport	Council Bluffs, Iowa	●	●					●			IAIS, UP
Cox Contracting Company Inc.	Council Bluffs, Iowa			●				●			
CRANDIC Railroad — Wilson Avenue Team Track	Cedar Rapids, Iowa	●		●	●	●		●			CIC
Des Moines Cold Storage	Des Moines, Iowa										
Gavilon	Dubuque, Iowa			●			●	●	●	●	
Gavilon	Prairie du Chien, Wisconsin (opposite Marquette, Iowa)	●		●				●	●	●	
GCC Dakotah Cement/L.G. Everist	Hawarden, Iowa	●		●				●			DAIR

Geo Transload, LLC	Omaha, Nebraska (opposite Council Bluffs, Iowa)	●		●			●	●			UP
IEI Barge Services	East Dubuque, Illinois (opposite Dubuque, Iowa)	●		●		●	●	●	●	●	CN
Iowa Cold Storage	Altoona, Iowa	●			●			●			IAIS
Iowa Dry Warehouse	Mason City, Iowa	●		●	●	●	●	●			IATR, UP, CP
Iowa Interstate Railroad	Newton, Iowa	●				●		●			IAIS
Iowa Interstate Railroad Intermodal Facility	Council Bluffs, Iowa		●					●			IAIS
Iowa Traction Railroad/ Progressive Rail	Mason City, Iowa			●	●	●		●			IATR
Kinder Morgan/Black Hawk Terminal	Waterloo, Iowa	●		●			●	●			UP
Kinder Morgan/Muscatine	Muscatine, Iowa	●		●			●	●			CP
Kinder Morgan/Omaha Terminal	Omaha, Nebraska	●		●			●	●	●		UP
L.G. Everist	Sioux City, Iowa	●		●				●			DAIR
Le Mars Public Storage, Inc.	Le Mars, Iowa				●		●	●			CN
Luckey Logistics	Des Moines, Iowa			●				●			UP
Luckey Logistics	Newton, Iowa			●				●			IAIS
Manly Terminal	Manly, Iowa			●				●			IANR
Manly Yard	Manly, Iowa	●		●			●	●			IANR
Merchants Distribution Service	Altoona, Iowa	●		●	●		●	●			IAIS
Merchants Distribution Service	Des Moines, Iowa	●		●	●		●	●			UP
Murrays Warehousing	Davenport, Iowa	●		●	●		●				CP
New Hampton Transfer and Storage	New Hampton, Iowa	●		●	●		●	●			CP
Omaha Transloading	Omaha, Nebraska (opposite Council Bluffs, Iowa)	●		●			●	●			BNSF
Pattison Sand Company	Near Garnavillo, Iowa										CP
Quest Liner/Foodliner	Ottumwa, Iowa			●				●			CP
Riverport Railroad, LLC	Savanna, Illinois (opposite Sabula, Iowa)	●		●			●	●			BNSF
Standard Distribution Rail Facility	Cedar Falls, Iowa	●		●	●		●	●			CN
Union Pacific Distribution Services	Council Bluffs, Iowa				●	●					UP
Union Pacific Distribution Services	Camanche, Iowa										UP

Williams Bulk Transfer	Williams, Iowa	●		●	●	●	●	●			CN

Source: Iowa DOT

IOWA DOT